BLM LIBRARY
88022094

MANAGEMENT PLAN
FOR
Dumont Dunes
Off-Highway Vehicle Area

JUNE 1990

BARSTOW RESOURCE AREA
California Desert District
Bureau of Land Management
U. S. Department of the Interior

BLM-CA-PT-90-003-8340

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
BARSTOW RESOURCE AREA
150 COOLWATER LANE
BARSTOW, CALIFORNIA 92311-3221

(619) 256-3591

IN REPLY REFER TO

8340.D
(CA-068)

Dear Desert User:

Enclosed for your information is a copy of the recently approved management plan for the Dumont Dunes Off-Highway Vehicle Area. This plan is the result of comments and suggestions from you and many other interested people.

Designated as a Class I, intensive use area by the California Desert Conservation Area Plan (1980 as amended) Dumont Dunes is well known in Southern Nevada and California for its outstanding sand dune off-highway vehicle (OHV) riding opportunities. This plan identifies methods to enhance these opportunities. It provides for expansion, visitor safety, boundary identification and improved primary vehicle access. Area expansion, which is management action A1, (page 18) has been accomplished. The proposed OHV area boundary depicted on illustration 6 (page 19) is the approved boundary of the Dumont Dunes OHV Area.

Your cooperation and assistance is being sought in implementing this plan. To find out how you can be of assistance, please contact the BLM at the above address.

Sincerely,

Karla K. Swanson

Alden Sievers
Area Manager

Enclosure

TAKE PRIDE IN AMERICA

#23036062
ID88032094

GV
1992
.C2
D85
1990
c.2

8340.D4
(CA-068.46)

Management Plan
for
DUMONT DUNES
OFF-HIGHWAY VEHICLE AREA

Prepared by: Leslie D. Allert

Leslie D. Allert — 11-28-90
Outdoor Recreation Planner — Date
Barstow Resource Area

Recommended by:

Jim Read — 5-31-90
Chief, Branch of Recreation & Wilderness — Date
Barstow Resource Area

[signature] — 6-4-90
Chief, Branch of Resource Operations — Date
Barstow Resource Area

Approved by:

[signature] ACTING — 6-4-90
Area Manager — Date
Barstow Resource Area

April 1990

BLM LIBRARY
SC-324A, BLDG. 50
DENVER FEDERAL CENTER
P. O. BOX 25047
DENVER, CO 80225-0047

Barstow Resource Area Office
California Desert District
Bureau of Land Management
United States Department of the Interior

BLM LIBRARY
SC-324A, BLDG. 50
DENVER FEDERAL CENTER
P.O. BOX 25047
DENVER, CO 80225-0047

Table of Contents

Preface i

Part I Introduction 1
Purpose 1
Background 1
Relationship with Other Plans and Policies 2
Constraints 4
Major Issues 5

Part II Resource Summary 6
Soil 6
Air Quality 6
Water Resources 6
Vegetation 6
Wildlife 7
Lands 7
Areas of Critical Environmental Concern 8
Wilderness 12
Visual Resources 12
Cultural 12
Native American Resources 13
Minerals 13
Recreation 13

Part III Management Goals 16

Part IV Management Actions 17
OHV Area 18
Safety 21
Resource Protection 25
Facilities 29
Monitoring 34

Part V Implementation and Cost 36
Staffing 36
Cost and Implementation Schedule 37

Appendix A -- Sign Plan 39

Appendix B -- Visitor Use Data 44

Appendix C -- Comment Summary 47

Appendix D -- Permit Stipulations 54

Appendix E -- Environmental Assessment 59

Illustrations

Location Map 3
Ownership Map 9
Multiple-Use Classification Map 10
W.S.A. and A.C.E.C. Map 11
Minerals Map 14
OHV Area Boundary Adjustment Map 19
Signs Map 28
Intersection Upgrade Map 31
Mesa Access Upgrade Map 32
Little Dunes Access Upgrade Map 33

Preface

Dumont Dunes has been a popular off-highway vehicle (OHV) recreation area since the early 1960's. The area was designated as an Open area in the 1973 Interim Critical Management Program. The California Desert Conservation Area Plan of 1980 continued this designation on the main dune system.

Current management of the area includes a variety of actions. Patrol of Dumont Dunes and the surrounding area is accomplished by two BLM Rangers. BLM entered into a cooperative management agreement (CMA) with the National Outdoor Coalition to provide additional volunteers at Dumont Dunes for patrol and visitor services. This CMA ended in October 1989. Permits are issued by BLM for film making, service vending and competitive events to manage these commercial activities, and stipulations in these permits are designed to reduce conflicts with other visitors and the environment.

A number of conflicts need resolution, both in and around the OHV area. Even though some people think of Open areas as "sacrifice" areas, the Bureau has the responsibility to manage the area for multiple use and sustained yield.

This plan is an issue driven plan; the issues generate the goals, which in turn guide the actions. The issues were developed from contacts made with Dumont visitors, observations by BLM staff and comments during the public scoping meetings held in Las Vegas, Baker and Riverside in April 1988. Goals were generated by the issues and BLM administrative and monitoring needs. The management actions are the heart of the plan, showing exactly what will be done to manage Dumont Dunes.

Through the implementation of the plan, the Dumont Dunes OHV Area will be managed to prevent environmental degradation in adjacent sensitive areas and encourage safe recreational use within the OHV area. Much of the management of the area will be in the form of information services through signs and visitor contacts, increased resource protection, improved emergency services, and improved access to the area. Re-evaluation of the plan will be necessary about 1995 or if a need is identified through monitoring or the introduction of new information.

Part I Introduction

A) Purpose

This plan provides a strategy for managing the Dumont Dunes Off-Highway Vehicle (OHV) Area. The planning area is larger than the OHV area in order to address issues in the surrounding area that are related to the OHV area. Specific management actions provide guidance for the type of activity and development that is appropriate to satisfy the needs of the area and its visitors. The Plan examines current and past data and current and projected needs, analyzes the data within the limits of the specified constraints, and synthesizes management actions and alternatives.

B) Background

1) Location

Dumont Dunes is located 35 miles north of Baker, California, along State Highway 127 (see Map 1). The small towns of Tecopa, Tecopa Hot Springs and Shoshone are 25 to 30 miles north of Dumont. The southeastern corner of Death Valley National Monument is only 6 miles west of the OHV area. The planning area is 111,000 acres and includes Dumont Dunes in the center, Sperry Hills and the Amargosa River a mile to the north, Dumont Hills and Valjean Dunes and Hills 2 and 3 miles east respectively, Salt Creek and Salt Spring Hills on the southwest corner of the dune system, and Saddle Peak Hills 6 miles to the northwest. The planning area boundary was drawn to encompass those areas affected by the users of Dumont Dunes.

2) Setting

Set among craggy peaks and hills in this remote part of the Mojave Desert, Dumont Dunes stands out as a creamy white dune system. Although small in area, the system reaches 400 feet above the surrounding desert floor and contains virtually every type of common active sand dune. Three neighboring sand dune systems are the Valjean Dunes 3 miles east, Little Dumont Dunes 2 miles west and Ibex Dunes within Death Valley National Monument, 6 miles west.

The area is hot and arid, with summer high temperatures ranging from 100 to 120 degrees F. Winter low temperatures may drop below freezing with highs in the 70's. Typical of the desert, winds are frequent and strong, and humidity is generally low.

3) Importance

Since the 1960's, Dumont Dunes has attracted people to the challenge of dune riding. In the early days, four-wheel drives and home-made dune buggies were the primary vehicles used at Dumont. In the last ten years, vehicle based recreation has enjoyed a large increase. Every weekend from October through May, the visitors come to Dumont with their motorhomes to ride their high tech sand rails and all-terrain vehicles (ATV).

Dumont attracts 60,000 visitor use days per year with visitors mostly from Southern Nevada (33 percent) and the Los Angeles Basin (66 percent).

Increasing OHV recreation in the desert is a result of more restrictive regulation of OHV use near cities. In 1980, the CDCA Plan established multiple-use classifications and vehicle designations in the California Desert. The multiple-use classifications include: Class I (Intensive use), Class M (Moderate use), Class L (Limited use) and Class C (Controlled use). The vehicle designations include Open (unrestricted travel), Limited (limited to travel on existing or designated routes) and Closed (no vehicle use). Dumont Dunes is one of two dune areas that is classified as Class I and designated Open for vehicle use. As visitation has increased, the need for management, funding and manpower has also increased.

C) Relationship with Other Plans and Policies

This plan is tied closely to three plans and a variety of policies and laws that govern the management of the California Desert. While the CDCA Plan provides the basic framework for management in the desert, this plan addresses the specific issues concerning Dumont Dunes. The management actions in this plan are consistent with management plans for the two nearby areas of critical environmental concern, Salt Creek Hills and Amargosa Canyon Natural Area. Actions that directly affect adjacent Wilderness Study Areas must be consistent with the Interim Management Policy for wilderness.

ILLUSTRATION 1

Dumont Dunes

MANAGEMENT PLAN

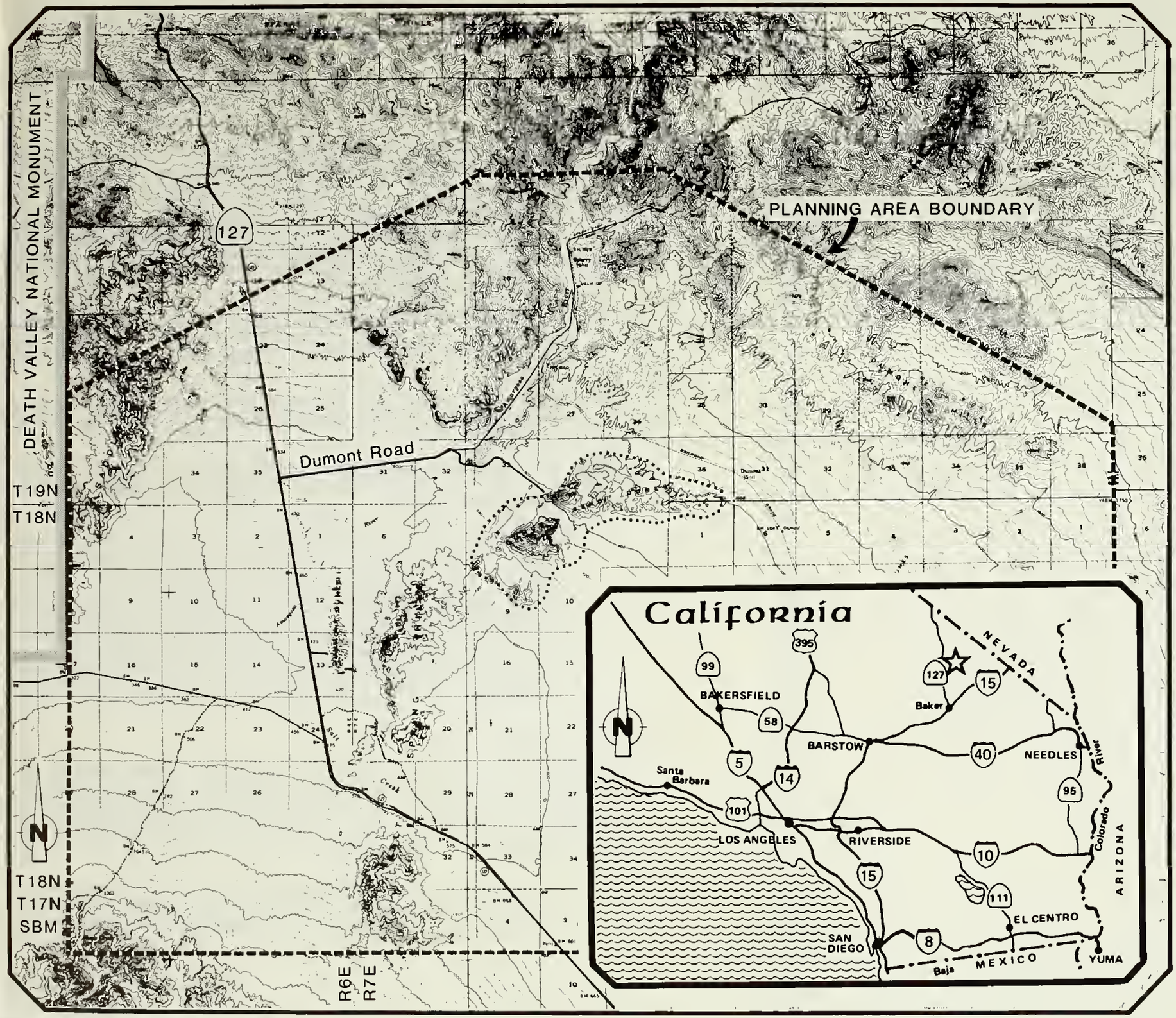
0 ½ 1 2 3

LOCATION MAP

☆ PLANNING AREA LOCATION (Inset Map)

EXISTING OHV AREA

Bureau of Land Management
California Desert District
Barstow Resource Area



D) Constraints

This plan was prepared within the guidelines of a variety of laws, regulations, and policies. In addition, the following planning assumptions have been made for this management plan:

1. The Class I (intensive use) designation and the Open vehicle designation for intensive OHV use will remain in effect, although adjustments of the boundary may be made to reflect historic use patterns and provide for improved management of the OHV area.

2. Existing special management designations, such as ACECs and WSAs, and their associated management plans and policies are not subject to change under this management plan.

3. Death Valley National Monument is managed by the National Park Service, and its management is not subject to change under this plan.

4. Multiple-use management under the California Desert Conservation Area Plan will not be changed by this management plan.

5. Lands managed by BLM are the only lands affected by this plan. State, private and other federal lands are not subject to the BLM's management program in this area, except where land exchange or acquisition are planned. These planned acquisitions are subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which provides that the owner of real property to be acquired shall be given a written summary of the basis for the amount determined to be just compensation, and be made aware that he/she is entitled to receive just compensation.

E) Major Issues

During the planning process, a good deal of information was brought forth from contacts made with Dumont visitors, observations by BLM staff and comments during the public scoping meetings held in Las Vegas, Baker and Riverside in April 1988. Analysis of this input was condensed into the following three major issues:

1) Management of Dumont Dunes for continued intensive OHV recreation should assure proper use, yet strive to maintain the primitive desert experience that has become its hallmark.

2) Safety has been shown to be a very important issue among the Dumont recreation public. Safety concerns center around:
   -- OHV safety in and around the dunes,
   -- safe access to the OHV area, and
   -- health conditions in the camp areas.

3) Inadvertent trespass into Wilderness Study Areas and Areas of Critical Environmental Concern adjacent to Dumont Dunes is impacting cultural resources, wildlife and wilderness values.

Part II Resource Summary

A) Soil

The planning area includes a variety of geologic features such as sand dunes, rugged mountains, and sandy, boulder-strewn washes. The main Dumont Dunes system, though relatively small, exhibits more types of dunes than any other dune system in the California Desert. The dunes are not stabilized and support virtually no vegetation. The sand is remarkably homogenous, consisting of quartz with minor amounts of feldspar. The only soil analysis on record in the area was conducted on samples collected by Babcock & Sons (1973) within and adjacent to Dumont Dunes. These soils were sands with small amounts of silt and no clay. Subangular gravel was mixed with rounded, fine windblown quartz sands.

B) Air Quality

Air quality in the planning area has been judged by the San Bernardino County Air Quality Control Board to be good. However, on occasion the desert wind stirs up sand and dust from dry lake beds to affect local air quality. Vehicle use of Dumont Road raises dust that at times may impair driver vision. OHV use of routes outside of the OHV area is mostly within washes where the sand is too coarse to become a dust cloud that would affect local air quality.

C) Water Resources

The planning area receives an average of approximately four (4) inches of precipitation per year, much of which infiltrates directly into the soil, resulting in little surface runoff. Intense rainstorms and flash floods result in flow towards the Amargosa River. These surface waters likely provide recharge to the Amargosa Valley Ground Water Basin.

D) Vegetation

The dominant plant community is creosote (Larrea tridentata)/bursage (Ambrosia dumosa) Desert Scrub. The area of intensive OHV use, including the Little Dumont Dunes, is lacking vegetation because of the predominance of unstable sand (see Sections on Soil, Air Quality, and Water Resources). No known federal or state listed threatened or endangered plant species, or BLM recognized sensitive species or plant assemblages, have been found in the area.

E) Wildlife

The desert animals within the planning area, while sparse, are typical of much of the Mojave Desert, including the zebra-tailed lizard (Callisaurus draconoides), desert iguana (Dipsosaurus d. dorsalis), sidewinder (Crotalus cerastes), red racer (Masticophis flagellum piceus), kangaroo rat (Dipodomys merriami and D. deserti), coyote (Canis latrans), jackrabbit (Lepus californicus), golden eagle (Aquila chrysaetos), common raven (Corvus corax), and horned lark (Eremophila alpestris). In the OHV area, wildlife is sparse, due to the lack of habitat. A. R. Hardy and F. G. Andrews (1976) documented beetles on Dumont Dunes. Two species were new and to date are still unclassified. While Trigonoscuta n. sp. is thought to be endemic to Dumont Dunes, Eucilinus n. sp. is also found at Big Dune in Nevada. No known Federal or State listed threatened or endangered wildlife species have been found within the planning area. However, the Amargosa Canyon Natural Area ACEC contains two BLM listed sensitive fish species (Amargosa Pupfish Cyprinodon nevadensis amargosae and Amargosa Dace Rhinichthys osculus nevadensis) found in the Amargosa River. The Amargosa Dace is also a Category 2 candidate endangered species. Also found in the Amargosa Canyon Natural Area are the Amargosa Vole (Microtus californicus scirpensis) and the Least Bell's Vireo (Vireo bellii pusillus), both of which are State and federally listed as endangered species.

F) Lands

The planning area for the Dumont Dunes OHV Area contains approximately 111,000 acres. Over 93 percent (approximately 104,000 acres) of the area is comprised of public lands administered by BLM. Of the approximately 7,200 acres in non-federal ownership, roughly 5,600 acres are owned by the State of California (State Lands Commission) and about 1,600 acres are privately owned (see Map 2). Through the California Desert Conservation Area Plan, the planning area has been classified under the guidelines of the Multiple-Use Classification (see Map 3). The OHV area is Class I ("intensive use"), most of the area south of the access road is Class M ("moderate use") and the land east of the Tonopah & Tidewater Railroad grade is Class L ("limited use").

The now abandoned Tonopah & Tidewater Railroad Grade has two Right-of-Way grants #R-4265 and R-4267 still technically in effect.

The Bureau has purchased easements along the main entrance road in T.19N, R.6E, Section 36, from a private land owner and the State of California.

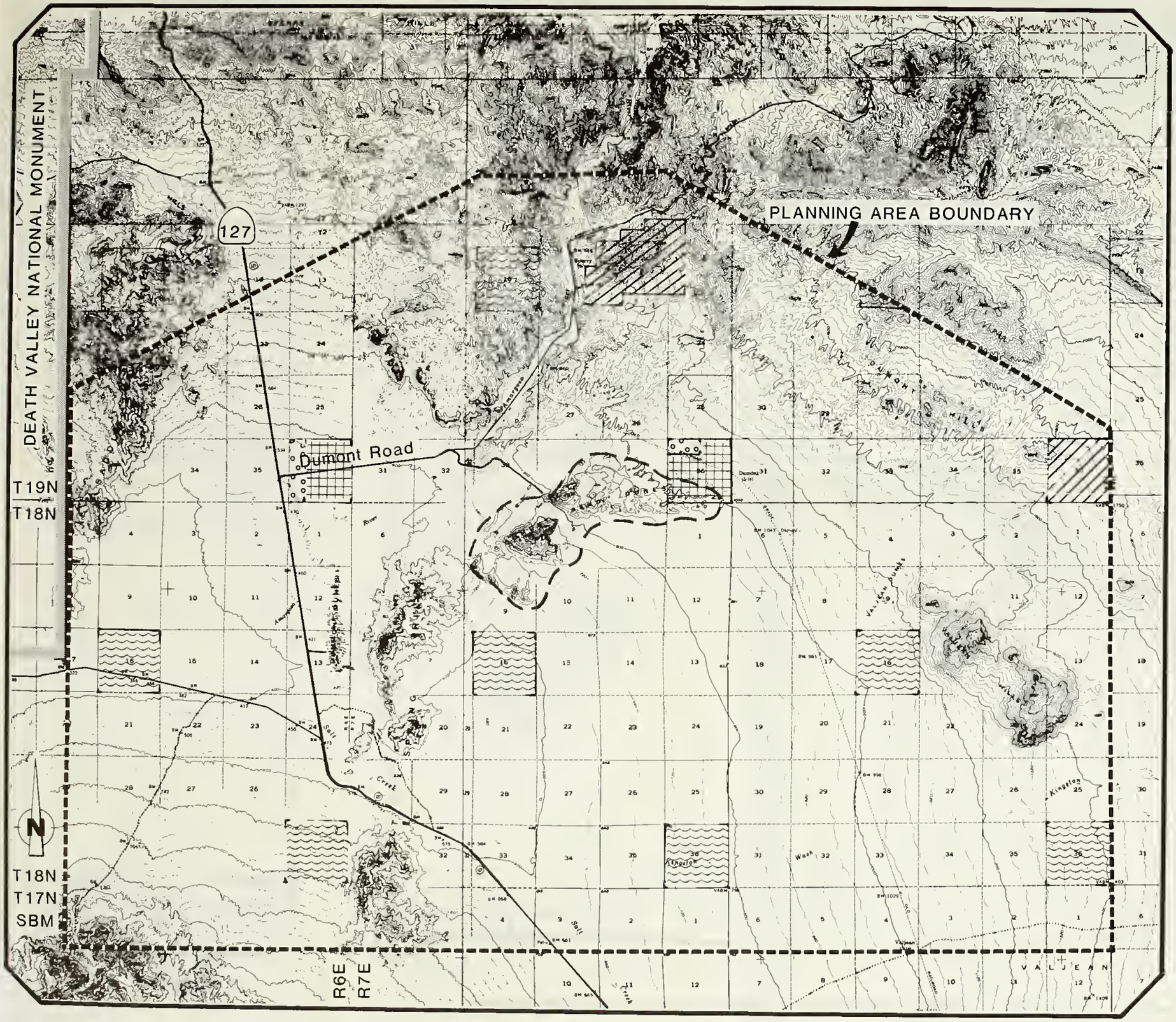
G) Areas of Critical Environmental Concern

The planning area completely surrounds the Salt Creek Hills ACEC and partially surrounds the southern end of the Amargosa Canyon Natural Area ACEC. These areas both have their own management plans and, therefore, as mentioned in constraint #2, the management of these areas are not subject to change through this plan. See Map 4.

The Salt Creek Hills ACEC contains a stream that has year round surface flows and associated wildlife habitat. This water comes from the south, between the Kingston Range and the Avawatz Mountains. Although Salt Creek flows underground for most of its length, it does surfaces for several hundred yards within the ACEC. Leaving the ACEC to the northwest, the water again goes underground and joins the Amargosa River. The habitat is not only important to wildlife, but it was also important to prehistoric peoples. The area contains many cultural resources from these prehistoric peoples as well as the historic gold mines, dating back to the 1850's.

The Amargosa Canyon Natural Area ACEC contains the Amargosa River and its associated riparian habitat. The Amargosa River flows year round from Nevada south through the Amargosa Canyon. In the area of Dumont Dunes, the river sinks into the sands, but continues to flow westward to Badwater in Death Valley National Monument. The riparian habitat in Amargosa Canyon is home to a large variety of wildlife including Amargosa Vole (Microtus californicus scirpensis) and the Least Bell's Vireo (Vireo bellii pusillus) which are listed as endangered species by the U. S. Fish & Wildlife Service and the State of California. The area also contains two BLM listed sensitive fish species (Amargosa Pupfish Cyprinodon nevadensis amargosae and Amargosa Dace Rhinichthys osculus nevadensis) found in the Amargosa River. The Amargosa Dace is also a Category 2 candidate endangered species. Associated with the year round water is the presence of both prehistoric and historic cultural resources. Of particular note is the Tonopah & Tidewater Railroad, which transects the ACEC along the river. The Amargosa Canyon itself consists of tall cliffs of high scenic value.

ILLUSTRATION 2



Dumont Dunes

MANAGEMENT PLAN

0 ½ 1 2 3

OWNERSHIP MAP

- EXISTING OHV AREA
- STATE/Low priority acquisition
- PRIVATE/High priority
- STATE/High priority
- PRIVATE/Low priority

Bureau of Land Management
California Desert District
Barstow Resource Area

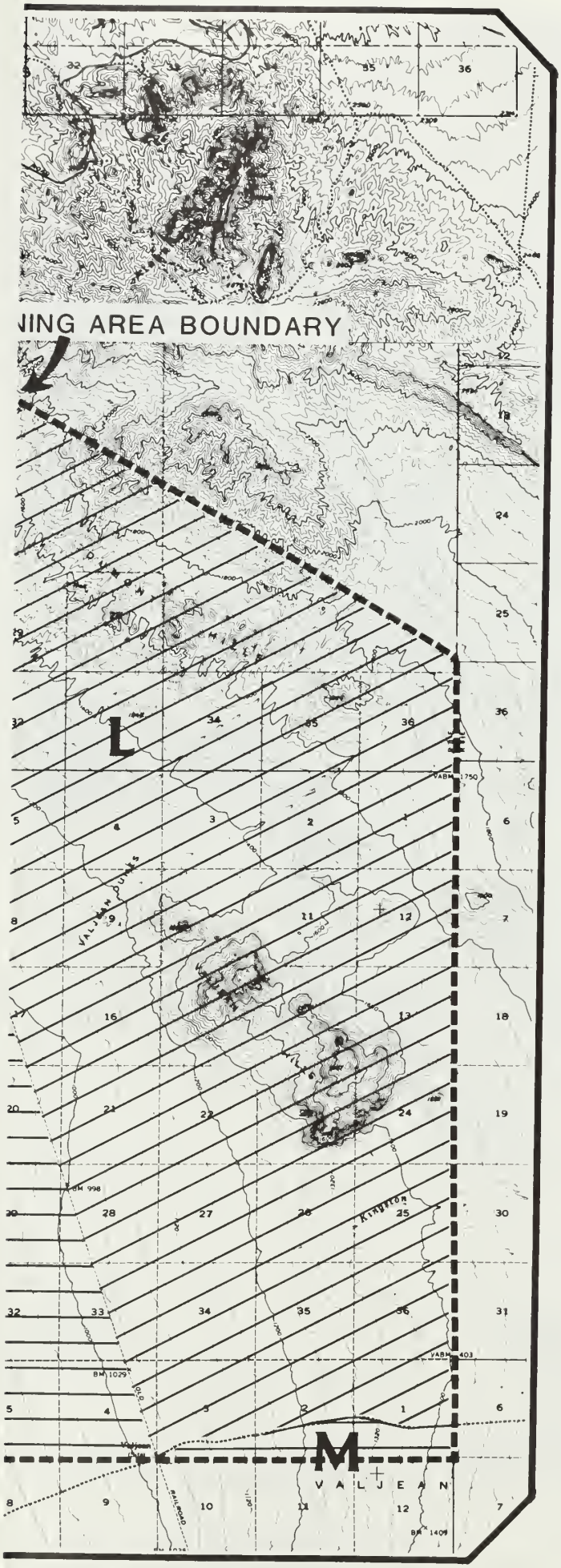


ILLUSTRATION 3

Dumont Dunes

MANAGEMENT PLAN

0 ½ 1 2 3

MULTIPLE USE CLASS MAP

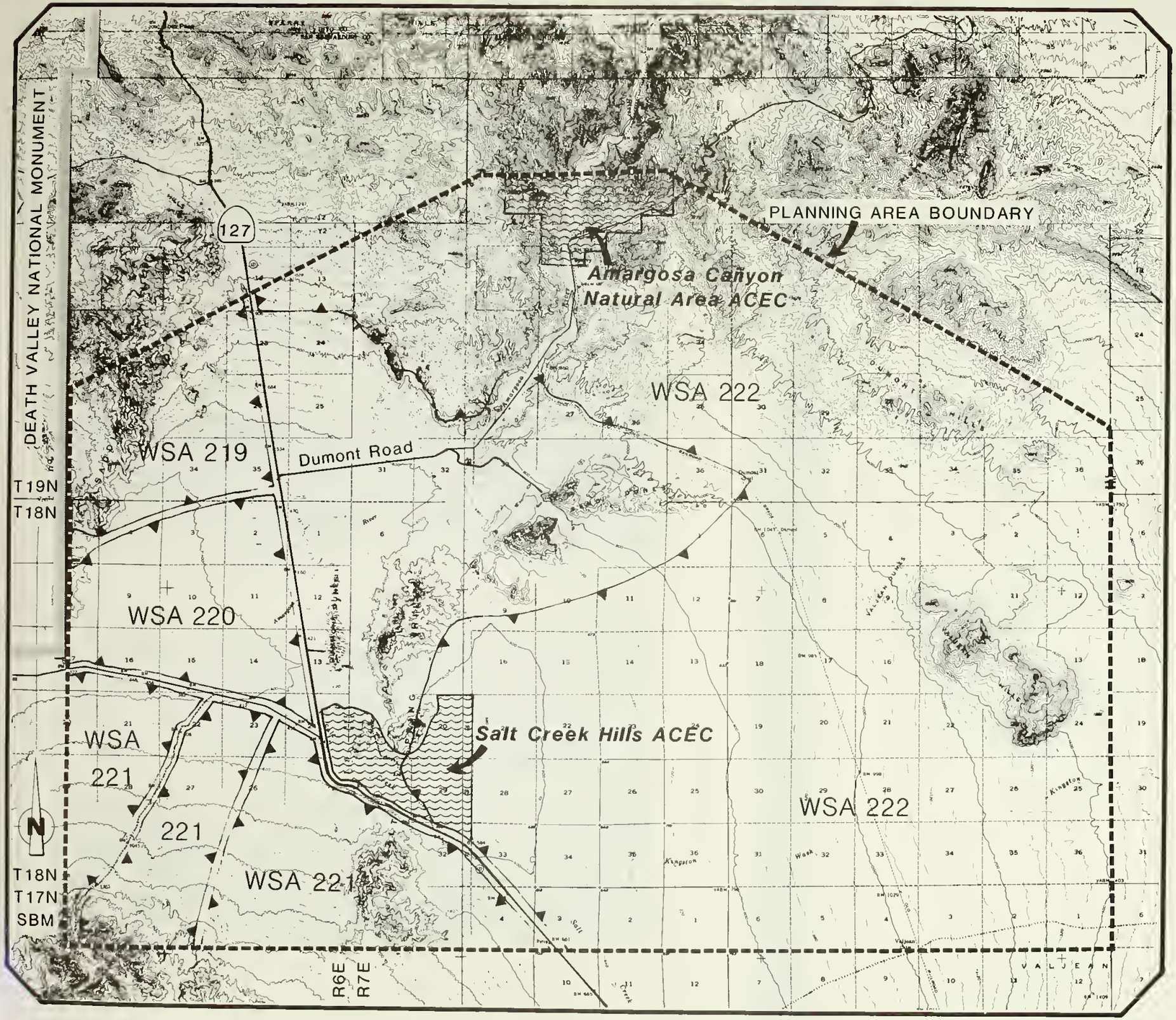
LIMITED USE

MODERATE USE

INTENSIVE USE

Bureau of Land Management
California Desert District
Barstow Resource Area

ILLUSTRATION 4



Dumont Dunes

MANAGEMENT PLAN

0 ½ 1 2 3

WILDERNESS STUDY AREAS and AREAS OF CRITICAL ENVIRONMENTAL CONCERN MAP

WSA

ACEC

Bureau of Land Management
California Desert District
Barstow Resource Area

H) Wilderness

Four Wilderness Study Areas (WSA) are within the planning area: Kingston Range (WSA 222), Saddle Peak Mountains (WSA 219), South Saddle Peak Mountains (WSA 220) and Avawatz Mountains (WSA 221)(see Map 4). These WSA's were inventoried and found to have met the criteria required for Wilderness Study Area designation, as listed in section 2(c) of the Wilderness Act of 1964. However, through WSA studies conducted during the CDCA planning process, WSA 219, 220, and 221 were recommended as nonsuitable. Approximately 15 percent of WSA 222 in the area of the Kingston Range was recommended as suitable, while the remainder was nonsuitable. Until these recommendations are acted upon by Congress, the WSAs are being managed under the Interim Management Policy and Guidelines for Lands Under Wilderness Review (IMP) to prevent impairment of their wilderness values.

I) Visual Resources

The planning area is quite scenic. The cream colored Dumont Dunes stand in striking contrast against the dark craggy mountains nearby. This area has been rated as a Class II Visual Resource Management (VRM) area in the CDCA Plan. This VRM classification means that "changes in any of the basic elements (form, line, color, texture) caused by a management activity should not be evident in the characteristic landscape. Contrasts are seen, but must not attract attention."

J) Cultural

The planning area has been divided into four categories in regards to cultural resources:

1. Zones of known concentrations of cultural resources -- 4 percent of planning area.
2. Zones with a high probability of containing cultural resources -- 30 percent of planning area.
3. Zones with low probability of containing cultural resources -- 48 percent of planning area.
4. Zones with no cultural resources -- 18 percent of planning area.

Zones of known concentrations include the Tonopah & Tidewater Railroad grade and related town sites, Salt Creek Hills ACEC, an area about 2 square miles just west of Sperry Hills, and a variety of scattered sites. Zones with a high probability of cultural resources were predicted because of the environmental context such as washes, desert pavement, probable sources of lithic raw materials, etc. These zones include much of Sperry Hills, Dumont Hills, Valjean Hills, Kingston Wash, Southern Salt Springs Hills, the southern and

eastern foothills of Saddle Peak Hills and the northern foothills of the Avawatz Mountains. The remainder, primarily the area of intensive OHV use and the Little Dumont Dunes area, has either a low probability for containing cultural resources or no cultural resources.

K) Native American Resources

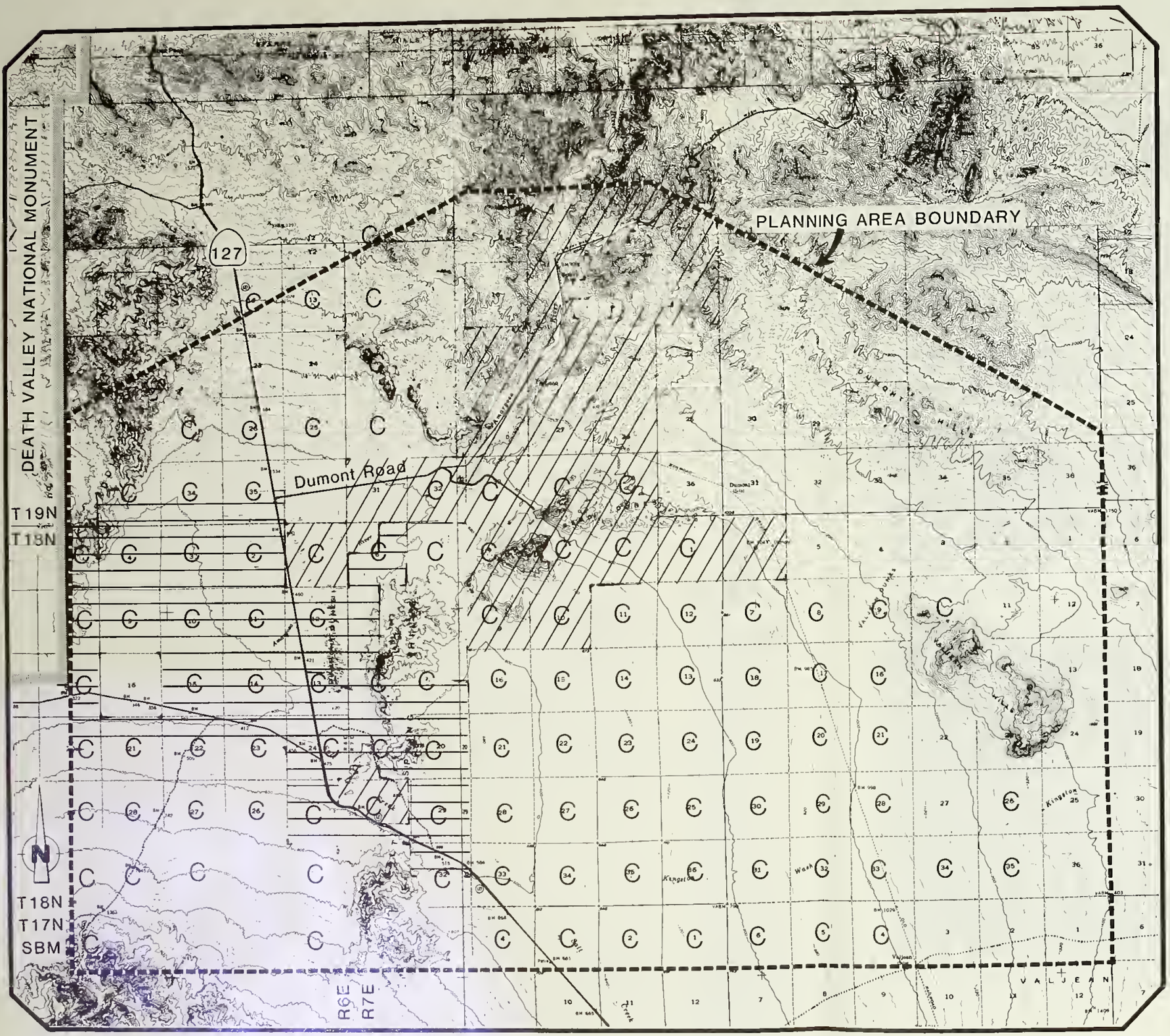
The planning area, particularly the southwestern perimeter of the main dune system, contains Galleta grass, which may have been subject to spring collection by both the Mohave and Panamint Shoshone groups.

L) Minerals

In the past, both talc and gold have been extracted from the area. Currently, 618 unpatented mining claims are found within the planning area, 28 within the existing OHV area, with many held by the same individuals. Two current mining plans of operations in the planning area include gold operations in Salt Creek Hills ACEC and the Little Dunes and east of Highway 127 (see Illustration 5). The planning area also contains about 25 square miles of the Amargosa Canyon-Dumont Dunes mineral withdrawal, Public Land Order 5537. Claims were filed prior to the mineral withdrawal, but no future claims may be filed on withdrawn lands. Most of the area south of the Amargosa Canyon ACEC, (except Dumont Dunes) was recommended for revocation in 1982, but no action has been taken pending administrative review.

M) Recreation

The primary recreational use in the planning area is dune riding with some trail touring radiating out into the surrounding areas. An inventory of all existing routes within the planning area was completed in August 1989. Most of these routes are currently under review in the Route Designation process, separate from this plan. While four wheel drives, motorcycles and dune buggies are used, more than 70 percent of the dune vehicles are three or four wheeled all-terrain vehicles (ATV). The OHV area attracts approximately 60,000 Visitor Use Days (VUDs) each year, 33 percent from southern Nevada and the remainder from the Los Angeles Basin. A Visitor Use Day at Dumont Dunes is one visitor camping and OHV riding for 12 hours. The prime season of use is from October through May because of the milder weather. The greatest visitation occurs on the holiday weekends and during Easter week. Thanksgiving and President's Day weekends receive an estimated 18,000 VUDs each. OHV clubs tend to hold events on these long weekends. Most visitors generally spend all of their time in the dune area, while about 17 percent of the visitors explore the surrounding hills.



Dumont Dunes

MANAGEMENT PLAN

0 ½ 1 2 3

MINERALS MAP

C SECTIONS CONTAINING MINING CLAIMS

WITHDRAWN FROM MINING

PLANS OF OPERATIONS

Bureau of Land Management
California Desert District
Barstow Resource Area

Only 16 percent of the use is Day Use (1 day stay, but no overnight camping), probably because of the distance many of the visitors must travel to Dumont Dunes. Day users are usually in groups of two to four people, while longer term visitors tend to be 5 to 50 or more people. Since there are no facilities, camping is informal, occurring in a few areas depending upon weather conditions (see Map 6). Camping on most weekends occurs along the two sand spits north of the main dune system. Wind and hot weather move the camping pattern to the entrance road near the river and in the side wash. The large crowds on holiday weekends tend to fill the area between the main dune and the two sand spits and then spread out to the northeast along the face of the dune. On these weekends many visitors camp on the west side of the Little Dumont Dunes to escape the crowds and use these small dunes to train new or young riders. See Appendix B for detailed use statistics.

Future use trends at Dumont Dunes will reflect increases in population, changes in land use policies, and equipment development. The population of Southern California is predicted to continue to increase. This will certainly add recreationists to the Dumont area. Recently, ATV manufacturers have agreed to stop manufacturing the three-wheeled and small sized ATVs. The State of California has begun regulating the sport with a helmet law, no passenger law, and required training courses for young riders in an effort to increase safety of ATV riding. These events may decrease visitation for a short time. Of particular importance is the trend of restricting the use of all types of OHV's in close proximity to urban areas. These OHV users, displaced by restrictions, are forced out to the desert. The CDCA Plan of 1980 restricted OHV use to existing or designated routes and designated specific "Open Areas" for cross-country OHV use. Some areas may be closed to OHV use through Congressional action on wilderness designations. Considering these trends and factors, the visitation to Dumont Dunes is expected to increase about 5 percent per year.

Part III Management Goals

The purpose of this plan is to develop a strategy that will provide for long-term management of the Dumont Dunes Off-Highway Vehicle Area and the surrounding lands. The specific goals include:

A) Adjusting the OHV area and related land stewardship to accommodate continued intensive sand dune OHV recreation and other compatible desert uses.

B) Providing information and assistance to enhance visitor safety and knowledge of hazards at Dumont Dunes OHV Area.

C) Protecting cultural, wildlife and wilderness values in the area surrounding Dumont Dunes OHV Area.

D) Constructing and maintaining minimal facilities to provide primitive yet safe and healthy conditions for visitors.

E) Monitoring and documenting recreation and other use and impacts in the planning area.

Part IV Management Actions

The following table shows how the actions of this final management plan differ from the actions in the draft published in December 1988.

Draft	Final
Adjusting & Administering the OHV Area	
A.1. Plan amendment	No change
A.2. Land acquisition	No change
A.3. Cancel right-of way	No change
A.4. Permits, vendor	No change
A.5. Permits, filming	Modified
A.6. Permits, events	No change
A.7. Mining plans	No change
Safety	
B.1. Interpretive services	No change
B.2. Information kiosks	Modified
B.3. Area brochure	No change
B.4. Desert information outposts	No change
B.5. Supplemental fliers	No change
B.6. Volunteer organization	Modified
B.7. Visitor assistance	Modified
B.8. Visibility markers	Modified
B.9. T&T hazard markers	No change
B.10. Street Legal signs	Modified
B.11. Stop signs	No change
B.12. OHV route to parking area	New
B.13. Whip & Flag regulation	New
B.14. Glass Container regulation	New
Resource Protection	
C.1. Law enforcement	Modified
C.2. Access signing	Modified
C.3. Boundary signing	Modified
C.4. Designated route signing	Modified
C.5. Camping closure	Modified
C.6. Route rehabilitation	Modified
C.7. Cultural survey	No change
Facilities	
D.1. Intersection upgrade	No change
D.2. Mesa section upgrade	No change
D.3. Little Dunes access	No change
D.4. Road maintenance	Modified
D.5. Sign maintenance	No change
D.6. Annual clean-up	No change
D.7. Litter signs	Modified
Monitoring	
E.1. Traffic counter and survey	Modified
E.2. Observation and reporting	Modified

The following management actions are grouped to address the goals of the plan. Some actions will address more than one goal.

Goal A Actions - Adjusting and Administering the OHV Area.

A1) Amend the California Desert Conservation Area Plan to change the Multiple-use Class M to Class I surrounding Dumont Dunes and including the Little Dumont Dunes. Also amend the CDCA Plan to adjust the vehicle access designation from Limited to Open in the same area.

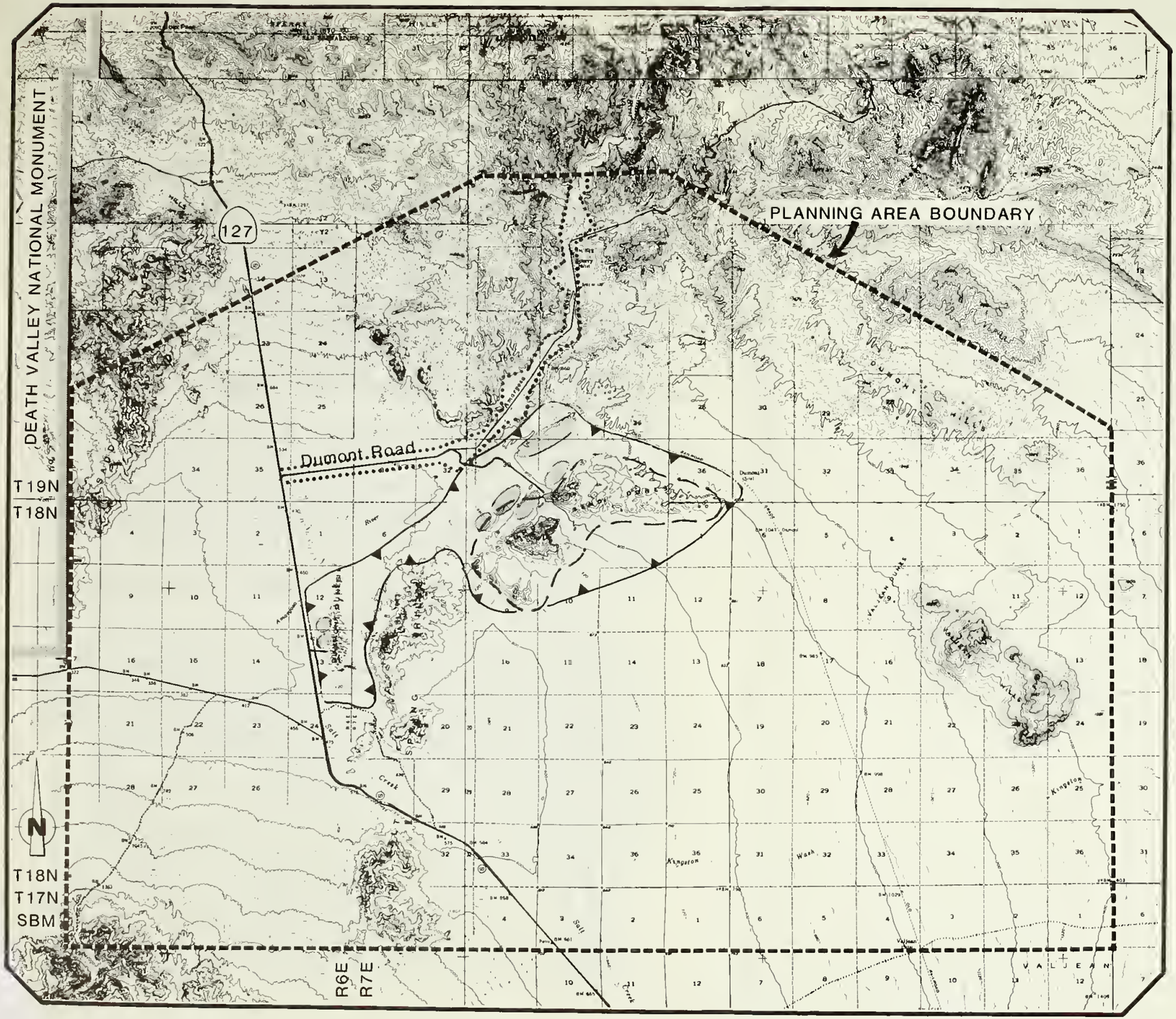
Discussion: This is a two part amendment to the CDCA Plan to adjust the boundary of the OHV area (See Map 6). The Dumont area was closely examined with respect to OHV use in the Interim Critical Management Program (ICMP) for Recreation Vehicle Use in the California Desert, November 1973. The ICMP classified a larger open area surrounded by a special design area, which would require further planning for OHV use. The California Desert Conservation Area Plan of 1980 shows the OHV area boundary corresponding to the blow sands of the main dune system. The adjustment of the OHV area is critical to the management of OHV recreation at Dumont Dunes for the following reasons:

a) This adjustment reflects the major historical OHV use in the region and enhances recreational opportunities. This includes:
   - camping in a dispersed fashion on the mesa north of the main dune,
   - high speed driving on the flat surface of the mesa,
   - camping in the wash north of the mesa when the wind is drifting sand,
   - riding the washes north of the mesa,
   - riding the Little Dumont Dunes adjacent to Highway 127.

b) The adjustment provides well defined boundaries that will assist the visitors in knowing when they must stay on designated routes. The current boundary corresponds to the edge of a moving sand dune and therefore is impossible to sign, resulting in cross-country OHV use in adjacent WSAs.

c) The area of adjustment includes the Little Dumont Dunes, an area popular with families with young ATV riders. The Little Dumont Dunes provide an excellent opportunity for young and novice riders to learn to ride sand dunes safely without advanced riders, dune buggies and steep dunes creating additional dangers to them.

ILLUSTRATION 6



Dumont Dunes

MANAGEMENT PLAN

0 ½ 1 2 3

OFF-HIGHWAY VEHICLE AREA BOUNDARY ADJUSTMENT MAP

EXISTING OHV AREA

PROPOSED OHV AREA BOUNDARY

EXISTING CAMPING ZONES

NO CAMPING AREA

Bureau of Land Management
California Desert District
Barstow Resource Area

A2) Acquire two sections of land (1,280 acres) T.19N, R.6E, Sec.36 and T.19N, R.7E, Sec.36.

Discussion: The three State owned parcels (19N, 6E, Sec. 36, Parcel# 546-181-27 and 546-181-28, 474.5 acres total & 19N, 7E, Sec. 36, Parcel# 546-231-17, 558 acres) may be acquired through the lands exchange process (see Map 2). The two privately owned parcels (19N, 6E, Sec. 36, Parcel# 546-181-25, 160 acres & 19N, 7E, Sec. 36, Parcel# 546-231-16, 80 acres) can be purchased using acquisition funds from the Green Sticker Grant Program. All acquisitions of land are accomplished in the mutual interest of and voluntarily by all parties. These five parcels will provide for consistent management in the OHV area and on the access road by placing all lands under federal ownership and BLM management. Other non-federal lands within the planning area do not require federal ownership to provide issue resolution. See Map 2 for land ownership.

A3) Cancel Right-of-Way grants #R-4265 and R-4267 on the Tonopah & Tidewater Railroad grade. (See Map 2)

Discussion: These two right-of-way grants are still technically in effect along the now abandoned Tonopah & Tidewater Railroad grade. This action will reconcile BLM records with other agencies and provide for uniform management.

A4) Continue to issue land use permits to vendors providing recreation related goods and services at Dumont Dunes OHV Area.

Discussion: Permits will be issued by the BLM Barstow Office. Vendors shall be confined to the mesa north of the main dune system and must comply with permit stipulations (see Appendix D). The rangers will perform on-site inspections to insure compliance with permit stipulations. Vendors provide needed services such as prepared food, welding services, etc. to visitors primarily on the long holiday weekends.

A5) Continue to issue land use permits for film and video production within the OHV area.

Discussion: Permits will be issued by the BLM Barstow Office so as not to interfere with recreational activities. The area of permitted commercial filming shall be expanded from the area shown in the Environmental Assessment (CA-068-1-31) to include the entire OHV area. The standard list of filming stipulations in Appendix D and a map of the OHV area shall be included with all filming permits issued. The rangers will perform on-site inspections to ensure compliance with permit stipulations. The unique scenic values found at Dumont Dunes

attract approximately 10 companies each year. Filming generally is done during the week and does not conflict with periods of high recreational use.

A6) Continue to issue Special Recreation Permits for competitive events at Dumont Dunes OHV Area.

Discussion: Special Recreation Permits will be issued by the BLM Barstow Office. The rangers will perform on-site inspections to insure compliance with permit stipulations (see Appendix D). In the past, only one permitted event has been held at Dumont Dunes each year; therefore, no need to limit the number of competitive events in the future is anticipated. Since these events are commonly held on holiday weekends, permit holders will continue to operate within an area of the main dune system specified in the permit, so as not to conflict with unrelated free-play activities.

A7) Continue to accept plans of operations for mining in the planning area.

Discussion: More than 600 unpatented mining claims have been filed within the planning area, many under associate ownership. A large portion of the planning area has been withdrawn from miners under Public Land Order 5537; in effect, however, prior mining claims do in some cases exist. Currently, only two plans of operation have been filed with the BLM office (see Map 4). Future plans will be reviewed with OHV recreation and safety as primary areas of concern. With proper controls, there should be no conflict between mining and recreation.

Goal B Actions - Safety. This group includes many actions that will also be used to address Goal C, environmental actions.

B1) Provide on and off site interpretive programs and contacts concerning safety and environmental concerns.

Discussion: Programs at camps, at club meetings and individual contacts will be made to address safety hazards, equipment and rider education, protection of cultural sites and wildlife habitat surrounding the OHV area, and recreational opportunities in the area. These activities will be handled primarily by the BLM and volunteer staff assigned to Dumont, but may be assisted by BLM staff specialists.

B2) Construct two information kiosks, one just south of the Amargosa River crossing along the main entry road and the other at the entry road to the Little Dumont Dunes.

Discussion: These information kiosks will be constructed of steel and concrete with replaceable information panels. Parking areas will be associated with the kiosks to provide parking out of traffic on the entry road (see Map 7). The first kiosk has been constructed using a Green Sticker grant. The kiosks will have all weather brochure boxes to hold free brochures. Information that will be distributed through this medium will include basic information about the OHV area and its recreational opportunities; important rules; hazard warnings; cultural, wildlife and wilderness information, etc.

B3) Publish and provide free to the public a brochure about the OHV area.

Discussion: This brochure will be a folded one page, one color brochure including a detailed map of the OHV area with basic information about the area's recreational opportunities (camping, dune riding, etc.), important rules (green sticker registration, spark arrester required, etc.), hazard warnings (slip faces, worm tracks, etc.) and environmental information (cultural, wildlife and wilderness). Distribution would be through the BLM District and Area offices, the California Desert Information Center, the Dumont kiosks and Desert Information Outposts.

B4) Establish "Desert Information Outposts" for distribution of information.

Discussion: The Desert Information Outposts will be established in Baker, Tecopa and Shoshone. An information display will be set up in businesses that provide services to Dumont visitors. These displays will distribute free brochures and other literature that is applicable to the California Desert and Dumont Dunes OHV Area.

B5) Produce supplemental fliers on Dumont Dunes.

Discussion: These fliers will emphasize individual hazards or problems such as slip faces, litter left in fire pits, OHV use outside the OHV area, sewage dumping, etc. Individual topics would be addressed in detail on one page handouts. Distribution would occur at kiosks and during visitor contacts and programs conducted by rangers and volunteers.

B6) Establish and equip a Dumont Dunes volunteer organization.

Discussion: This organization will operate under the guidelines of a Group Volunteer Agreement to assist in providing visitor assistance and interpretive services on the weekends during the season from October through April. Members of the organization would be recruited from individuals and clubs that frequent Dumont Dunes. Members will be encouraged to maintain certification in at least CPR and Standard First-Aid. A radio system, including a base station tied into the BLM's dispatch system, will be used by the organization. A BLM trailer will serve as a contact point for visitors seeking assistance. Patrols of the dunes, camp areas and surrounding lands will provide for visitor contact in the field along with additional resource protection.

B7) Provide visitor assistance at Dumont Dunes OHV Area and the planning area.

Discussion: Visitor assistance will include helping visitors with equipment problems such as flat tires, lack of fuel and more serious mechanical problems by providing direct assistance or helping the visitor obtain needed assistance. Visitor assistance will also include aiding visitors with medical problems such as broken bones, cuts and more serious medical problems by providing first aid, transportation out of the sand areas and calling for ambulance or helicopter transport. Visitor assistance activities will be handled by BLM staff and volunteers assigned to Dumont. An increase of BLM Rangers and a part time Visitor Services Ranger at Dumont will increase BLM visitor assistance capabilities.

B8) Post the main access road with visibility markers.

Discussion: These markers will assist visitors in finding the safe access road off the mesa at night. A series of flexible fiberglass road markers with 360 degree visibility enhancers will be placed from the edge of the mesa to within 200 yards of the main dune (see Map 7). The markers will be placed along the access road, 100-200 yards apart.

B9) Hazards on the Tonopah & Tidewater Railroad grade will be marked.

Discussion: Between Sperry Wash and the Riggs town site, post all wash outs on the Tonopah & Tidewater Railroad grade to improve safety along this route (see Map 7). The railroad grade is a raised route with numerous washouts. Other routes do not have this type of hazard.

B10) Designate and post Dumont Road with "Street Legal Only" signs.

Discussion: OHV's are currently used on Dumont Road, often at high rates of speed. These vehicles mixed with primary vehicles constitute a hazardous condition. The road will be designated and posted for use by street legal vehicles only about 200 yards east of the highway intersection and at the bend of the road north of the river crossing (see Map 7). The signing will be flexible fiberglass signs and posts. This will improve safety on the entry road by eliminating use by OHVs.

B11) Post a stop sign at access roads entering Highway 127:
a. Little Dunes entry road.
b. Ibex Dunes access road.

Discussion: These will be standard highway signs on posts placed to Caltrans standards with Caltrans permits (see Map 7). This will improve safety on Highway 127 for people exiting from these roads.

B12) Establish a designated route from the river crossing to the parking area by Highway 127.

Discussion: This route will be established on the north side of Dumont Road to reduce the amount of dust crossing the access road. This action is tied to action B10 above to reduce hazards on Dumont Road.

B13) Publish and enforce a supplemental rule requiring all vehicles operating in the sand dunes of Dumont Dunes to be equipped with a whip antenna topped with a red or orange flag.

Discussion: This rule will make Dumont consistent with all other dunes areas used by OHV's. The antenna and flag improve the visibility of vehicles, thus reducing the number of accidents.

B14) Publish and enforce a supplemental rule prohibiting the use of glass beverage containers in the OHV area.

Discussion: This rule will make Dumont consistent with Imperial Sand Dunes. By prohibiting glass containers, less broken glass will be left in fire pits and in the dunes to cut feet and tires.

Goal C Actions - Resource Protection. These actions will be assisted by many actions listed under Goal B.

C1) Provide law enforcement of safety and resource protection regulations at Dumont Dunes OHV Area and the planning area.

Discussion: The BLM Rangers from Sector 87 and 88 will continue to include the planning area in their patrol duties, primarily on weekends during the recreation season. Law enforcement duties will include enforcement of the vehicle closure of both ACEC's, litter, sewage dumping, OHV equipment, and the new State of California ATV regulations. The BLM Rangers will be assisted by the Visitor Services Ranger and the volunteers in making field contacts to inform visitors about the sensitive resources such as cultural sites, wildlife habitat and wilderness values as well as safety regulations. Special task force operations involving additional rangers and other BLM staff may be needed to emphasize information and enforcement to protect sensitive resources.

C2) Post signs that will assist visitors in reaching the OHV area.

Discussion: A variety of signs will be posted to assist visitors coming to Dumont Dunes (see Map 7). Through the signing of the entry roads, impacts such as trail proliferation and other damage to cultural sites, wildlife habitat and wilderness values in the surrounding area will be reduced. All signing will be placed so as to not impair the visual resources. Signing will include the following:

a) Post signs along Highway 127 that indicate the distance to Dumont Dunes and the entry roads. These signs will be fiberglass signs and posts placed on the right hand side of the highway about 1/2 mile before the entry roads. Two additional signs will be placed about one mile south of Salt Creek Hills ACEC and about one mile north of Baker, California to help guide visitors to the OHV area.

b) Post a pair of large wood signs mounted on two posts (Caltrans Standards) to identify the entry roads on the west side of Highway 127 directly across from each of the two entry roads. The signs will have reflective lettering and arrows to assist visitors in finding the entry roads at night, thus improving highway safety and reducing route proliferation.

c) Post a sign on Dumont Road that indicates the distance to the OHV area. This fiberglass sign and post will be placed on the right hand side of the road about 200 yards east of the intersection with Highway 127.

d) Post entrance signs on the two access roads at the boundary of the OHV area. These signs will be backed with signs indicating leaving the open area.

C3) Mark the boundary and routes crossing the boundary of the OHV area.

Discussion: By marking the boundary of the OHV area, visitors will be better informed about the limits of the free-play area and therefore know where they must stay on designated routes outside the area (see Map 7). This will reduce OHV impacts on cultural sites, wildlife habitat and wilderness values. The signs utilized will be:

a) Boundary markers made of flexible fiberglass posts with "Open Area" and "Limited Use Area" decals placed 4 per mile and at any trail crossing. If the trail is not a designated route, "No OHV Use" symbol decals will also be attached.

b) Signs will be posted on all designated routes where they cross the OHV area boundary that indicate entering and leaving the OHV area. These signs will be fiberglass signs and posts.

Berming or fencing of select portions of the boundary will be constructed if monitoring indicated the signing is ineffective to control illegal use in the WSA's.

C4) Post designated routes and route closure information.

Discussion: Through the route designation process, a number of routes have been and will be designated "Open", "Limited" or "Closed". These designated routes are located in the areas surrounding the OHV area, many within WSAs. All routes will be posted with flexible fiberglass markers with route numbers and designations within the planning area. This will reduce route proliferation, destruction of cultural sites, wildlife habitat and wilderness values by keeping visitors informed as to which routes are open. This plan designates no new routes. A 100 percent route inventory was completed for the planning area in August 1989. Most of the routes are included in the current route designation process. The remaining routes will go through the route designation process in 1990 or 1991.

C5) Designate and post a closure to camping along Dumont Road on the northern side of the river and in the Amargosa River wash upstream of the river crossing.

Discussion: Currently a few visitors camp next to the Amargosa River when it is hot or windy. The closure to camping will reduce the potential for pollution of the Amargosa River with associated effects on the fish and wildlife dependent upon the river. Some visitors camp along Dumont Road north of the river crossing, leading to OHV play

in the Sperry Hills. Information about the camping closure will be distributed through signs, kiosks, handouts, and visitor contacts. The signs will be fiberglass on flexible fiberglass posts.

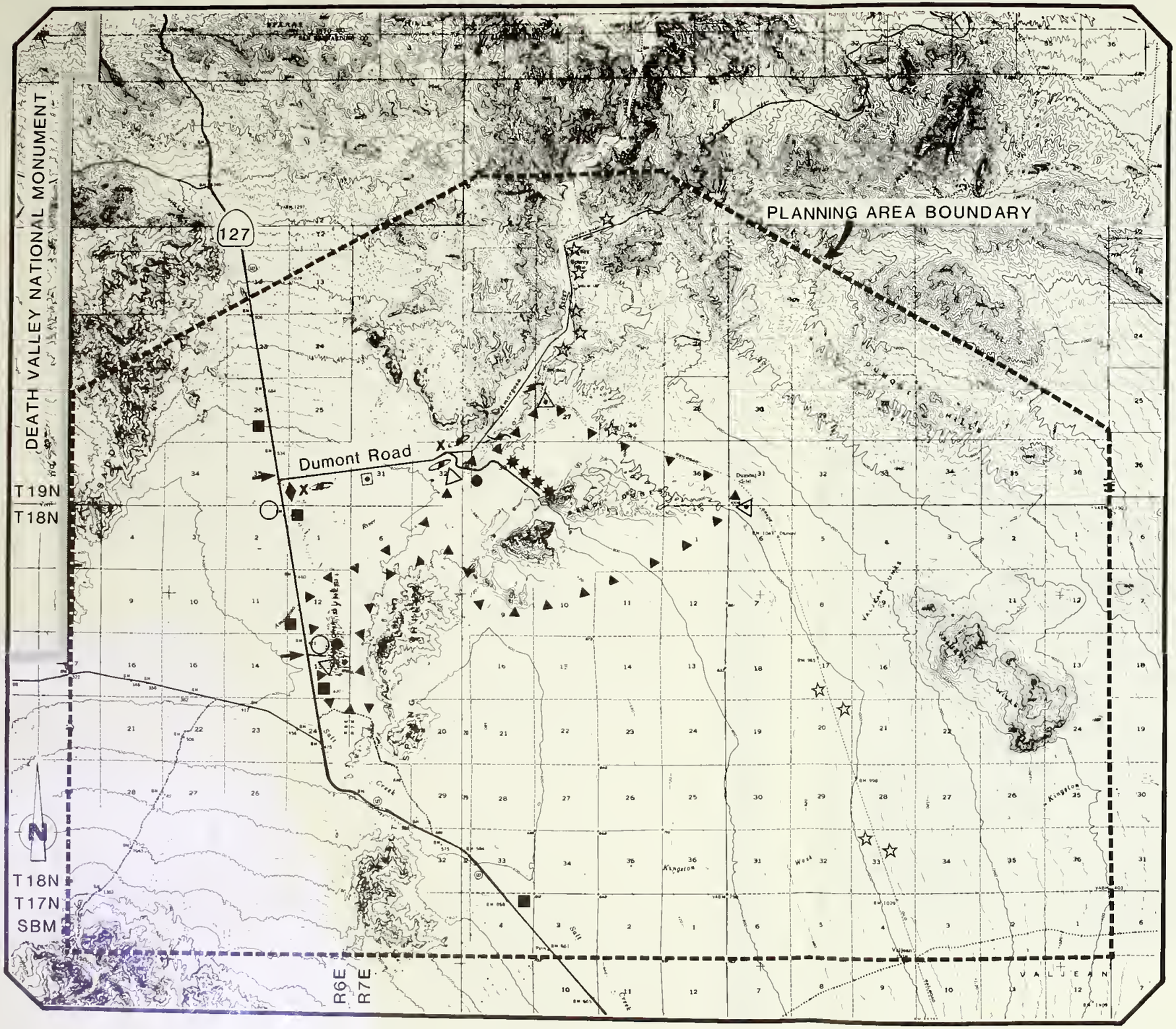
C6) Rehabilitate selected closed routes.

Discussion: Many routes will heal themselves if not used, however, some routes will need to be rehabilitated by dragging with a flexible tine harrow or raking native gravel and rocks into the route to obscure it. This will enhance the visual resources and wilderness values in the planning area.

C7) Conduct Class III cultural inventory (100 percent survey) of previously unsurveyed areas for cultural resources within the adjusted boundaries of the OHV area and known historic sites within the planning area.

Discussion: The first area to be surveyed is the area north of the mesa within the OHV area. This area has a high probability of containing cultural resources. Cultural resources in this area will be subjected to Section 106 consultation procedures in the Programmatic Memorandum Of Agreement (PMOA) with the State Historic Preservation Officer (SHPO). The second area is the Tonopah & Tidewater Railroad grade and the associated townsites of Sperry, Dumont and Valjean. This area has known cultural resources and the survey shall determine the area's eligibility for inclusion on the National Register of Historic Places. Any resources found within the OHV area would be evaluated for potential eligibility for inclusion on the National Register of Historic Places. No site will be authorized for OHV activity until Section 106 consultation is concluded. Eligible sites will be either preserved in place through closure and/or fencing or subject to mitigation data recovery. This may include collection and/or excavation.

Additional actions concerning cultural resources and wildlife are included within the Salt Creek Hills ACEC Management Plan and its amendments and the Amargosa Canyon Natural Area Management Plan. The Salt Creek Plan relies on signs and enforcement to restrict vehicle access in the Salt Creek Hills ACEC. Since signs have been only marginally effective, an amendment to the Salt Creek Plan includes the construction of a fence along the ACEC northern boundary with the Little Dumont Dunes area. The fence will reinforce the closure. The Amargosa Canyon Natural Area Plan includes regulatory signing, interpretive signing and fences to discourage encroachment into these sensitive habitats. These plans are available for review at the BLM Barstow Office.



Dumont Dunes

MANAGEMENT PLAN

0 ½ 1 2 3

SIGN PLACEMENT MAP

- ♦ Distance to OHV Area
- → Entry road
- ■ Distance to access
- ▲ Boundary marker
- △ Boundary access sign
- ▣ Pack it in/Pack it out
- ○ Stop sign
- △ Entrance Sign
- ⬭ No camping
- ✸ Visibility marker
- ☆ Hazard warning
- ● Information kiosk
- X Street legal only

Bureau of Land Management
California Desert District
Barstow Resource Area

Goal D Actions -- Facilities construction and maintenance.

D1) Upgrade the intersection of Dumont Road and Highway 127.

Discussion: Reconstruct the intersection, providing a paved turning lane for both directions of travel (see Map 8). Pave eastward on Dumont Road about 100 yards to provide a good turning surface and reduce vehicle generated dust causing visibility impairment on the highway. Construct a gravel waiting area at the end of the paved portion of the entry road. This waiting area will be used by visitors waiting for other members of their group to arrive or leave, as well as a safe place to secure tie downs of equipment trailers. Highway safety will be improved by providing turn lanes, paved road surface and a waiting area. This action will be coordinated with Caltrans and the county to insure proper standards are used.

D2) Reconstruct the main entry road from the Amargosa River crossing to the top of the mesa.

Discussion: The road will be slightly realigned to straighten it. Road base material will be trucked in and placed on the existing access road (see Map 9). It will be graded, compacted and drainage established. Hardening the surface will provide a safe driving surface for large recreational vehicles, as well as reducing maintenance needs.

D3) Develop one improved entry road to the Little Dumont Dunes.

Discussion: Construct a raised, two lane dirt road access to Little Dumont Dunes on the designated route D2310 (see Map 10). Road base material will be trucked in and placed on the existing access road. It will be graded, compacted and drainage established. This will focus visitor use to just one safe entrance to the Little Dumont Dunes, thus reducing access proliferation. This action will be coordinated with Caltrans since the road joins a State Highway.

D4) Grade Dumont Road just prior to Thanksgiving and President's Day weekends and as necessary, using a water truck if necessary. Repair sand holes in road and on the mesa adjacent to visibility markers. Treat the road with a dust retardant agent after grading is completed.

Discussion: These two holiday weekends experience the highest use at Dumont Dunes. Proper and timely maintenance of the entry roads will prevent hazards for the visitors as well as reduce repair costs of the road. Additional maintenance may be necessary, particularly after storms. Repair of sand holes will consist of digging out the loose material and refilling the holes with aggregate material. Dust retardant treatment following grading will tend to harden the road surface to control dust hazards. The Visitor Services Ranger will be the field contact for the grading contractor and will monitor the condition of the road and determine when to call for additional maintenance.

D5) Routine replacement or repair of damaged and stolen signs.

Discussion: Sign maintenance will be performed as soon as practical to insure that visitors will continue to be properly informed.

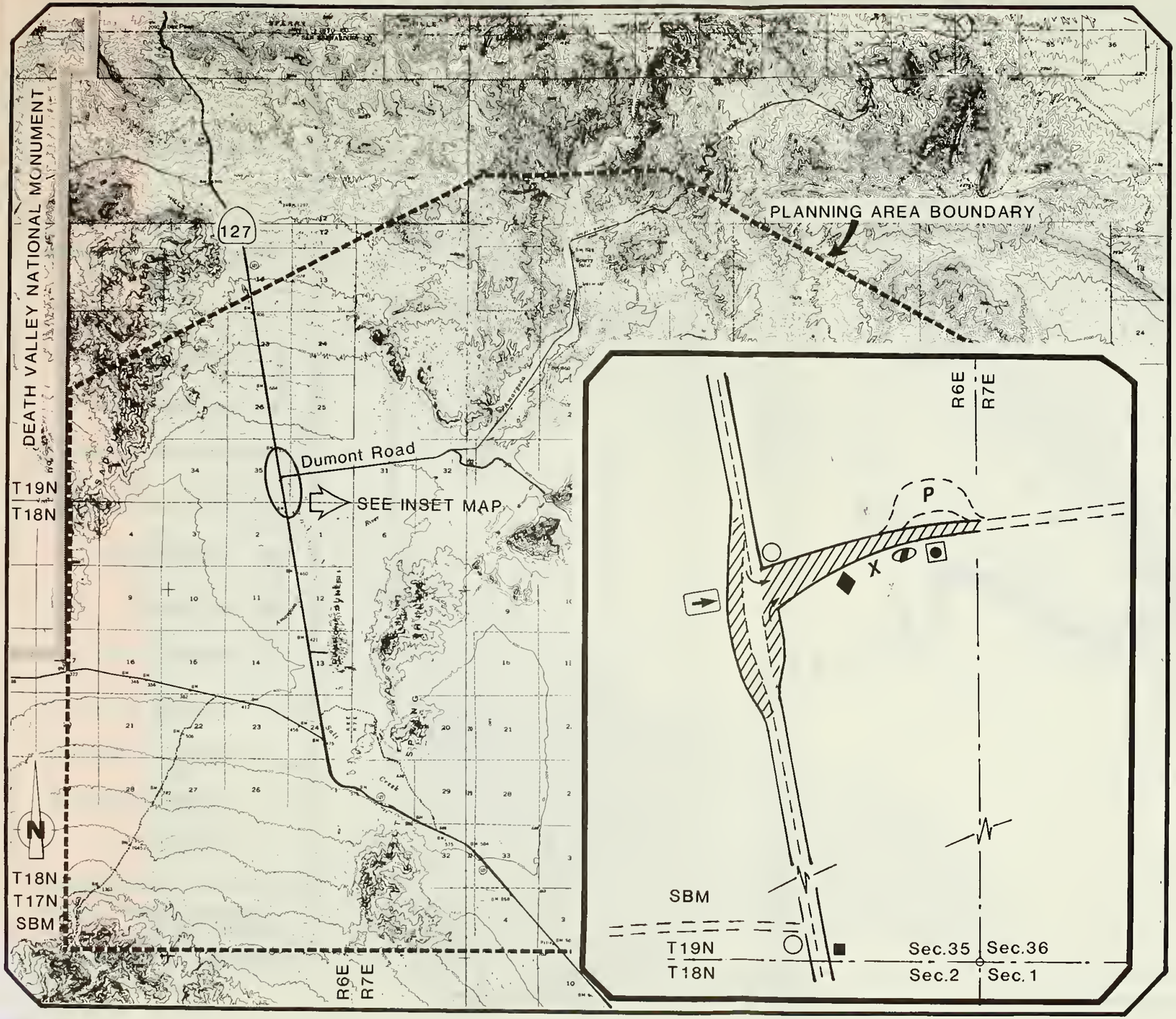
D6) Organize and implement an annual clean-up of Dumont Dunes OHV area.

Discussion: The clean-up should be held just prior to the Thanksgiving holiday weekend. This will present a clean recreation area at the beginning of the heavy use season. Visitors tend to take better care of a clean area. The volunteer organization will coordinate the clean-up. As many clubs as possible will be encouraged to get involved, giving them a sense of pride in the area.

D7) On the entry roads, post a "Pack it in, Pack it out" sign.

Discussion: This will be a fiberglass sign and post placed on the access road one mile from Highway 127 and the entrance to Little Dumont Dunes (see Map 7). These signs will help to remind visitors that the desert has scenic value and should not be trashed with litter.

ILLUSTRATION 8



Dumont Dunes

MANAGEMENT PLAN

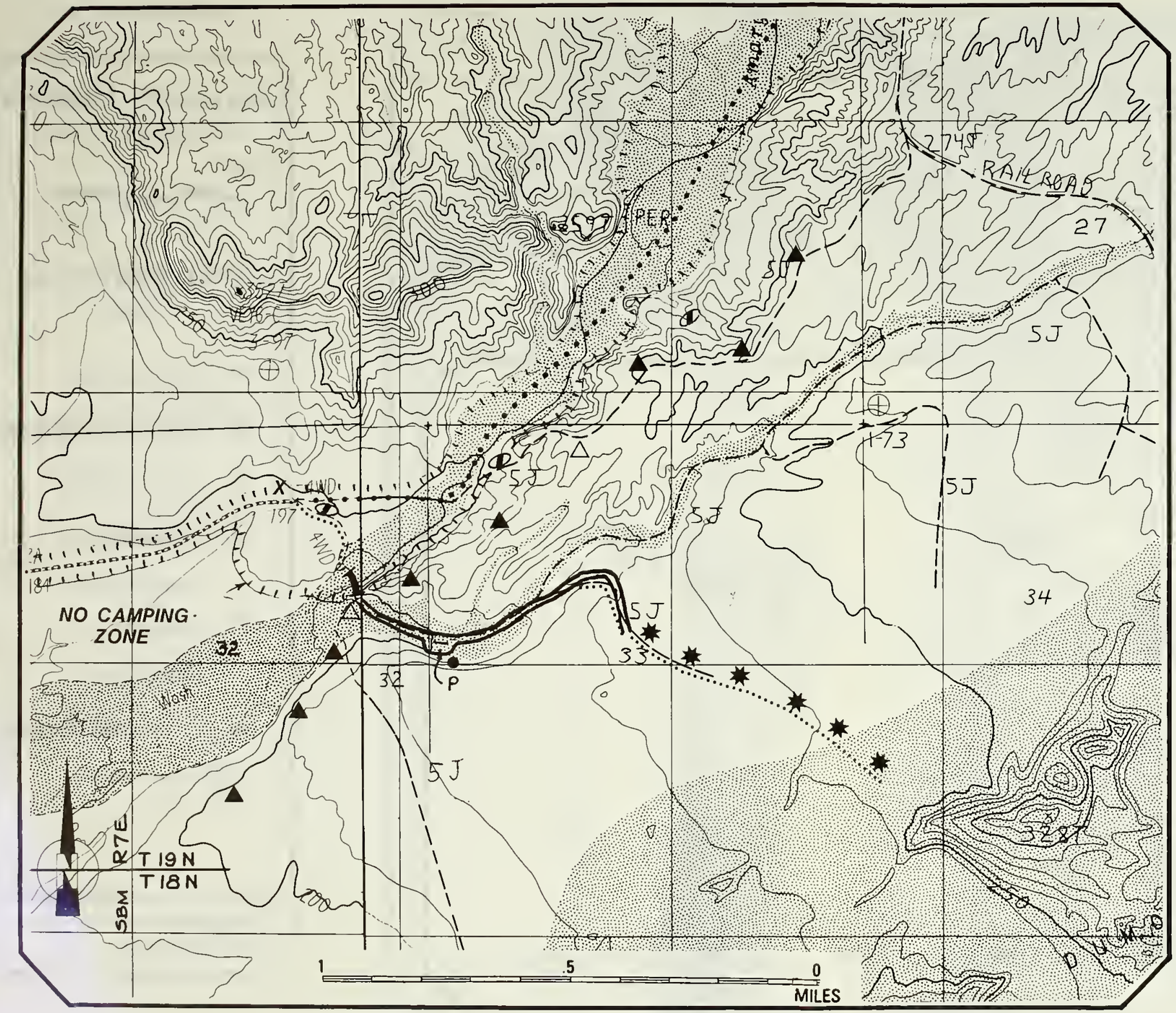
0 ½ 1 2 3

INTERSECTION UPGRADE MAP

- Entry road sign
- Distance to OHV Area
- 1/2 mile distance to access road
- No camping
- *X* Street legal only
- Stop sign
- *P* Parking area
- Litter is obscene sign
- New pavement

Bureau of Land Management
California Desert District
Barstow Resource Area

ILLUSTRATION 9



MANAGEMENT PLAN

MESA ACCESS UPGRADE MAP

P Parking area

● Information kiosk

Concrete river crossing

X Street legal only sign

Visibility marker

No camping

▲ Boundary marker

△ Boundary access sign

Improved access road

..... Existing Dumont Road

• • • • Open Route

Bureau of Land Management
California Desert District
Barstow Resource Area

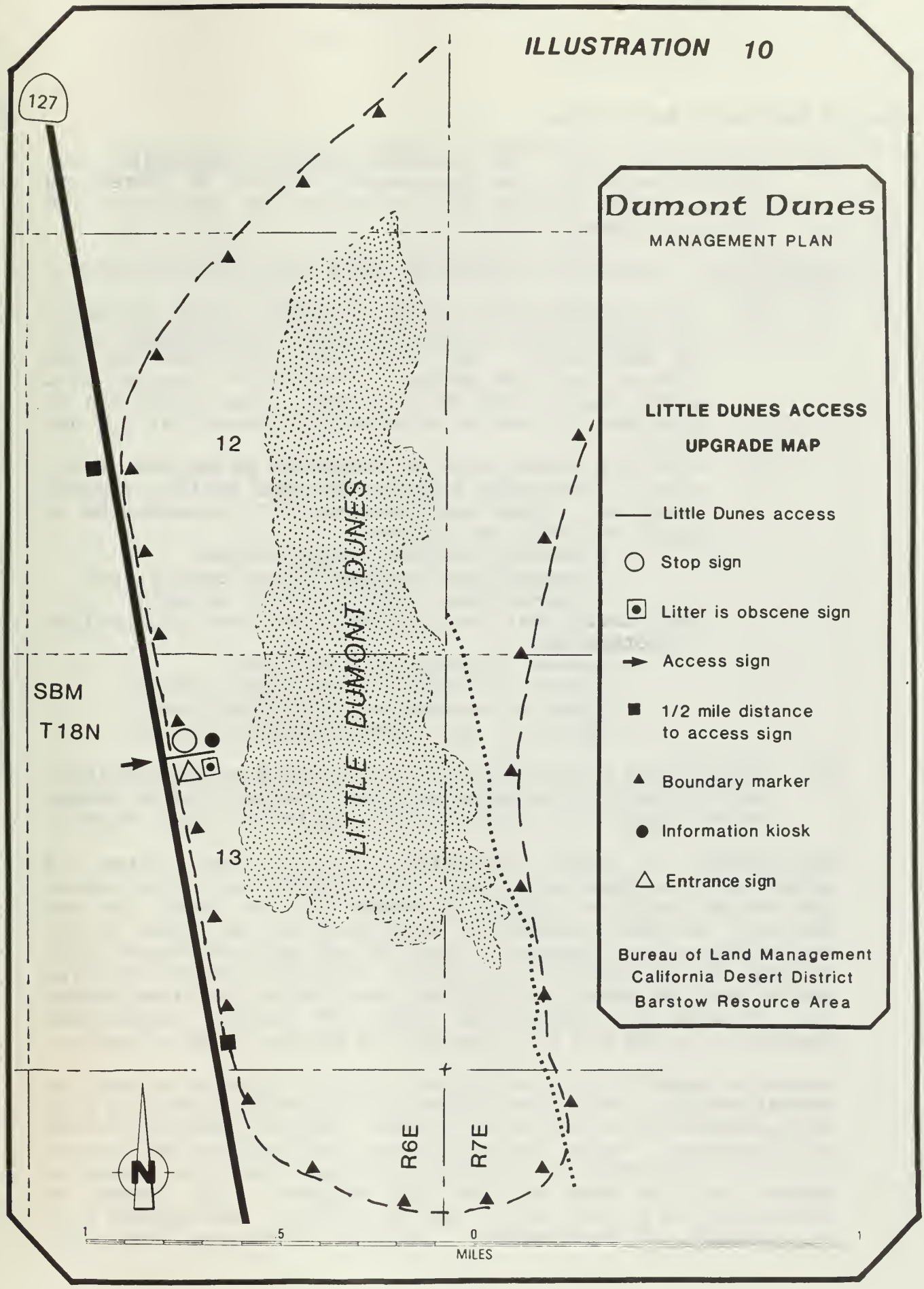


ILLUSTRATION 10
127
12
13
SBM
T18N
LITTLE DUMONT DUNES
R6E
R7E
N
1
.5
0
1
MILES
Dumont Dunes
MANAGEMENT PLAN
LITTLE DUNES ACCESS
UPGRADE MAP
Little Dunes access
Stop sign
Litter is obscene sign
Access sign
1/2 mile distance to access sign
Boundary marker
Information kiosk
Entrance sign
Bureau of Land Management
California Desert District
Barstow Resource Area

Goal E Actions - Monitoring

E1) Monitoring will be implemented to determine the effectiveness of the management actions by observing changes in recreation use, condition of facilities and resource impacts.

Discussion: Changes in recreation use will consist of several parts:

a) An inductive loop traffic counter will be installed on Dumont Road to the OHV area. The counter will be maintained and the counts collected by the Visitor Services Ranger. The traffic counter will count vehicle use on the entry road which can be analyzed to provide relatively accurate visitor use data.

b) A visitor survey will be conducted on the main entry road to correlate visitor use with traffic counter readings. These spot surveys will be conducted on three weekends as follows:
   - a holiday weekend during season,
   - a non-holiday weekend during season, and
   - a non-holiday weekend out of season.

   The survey shall be conducted for two hour periods to determine:
   - number of people per vehicle,
   - number and types of equipment/vehicle,
   - types of recreation activities, and
   - amount of non ingress/egress traffic.

E2) Observation and monitoring of facilities and recreational activities will be recorded by all rangers and an annual report shall be written by the Visitor Services Ranger.

Discussion: A formal inspection of all signs, roads and kiosks will be done each year at the beginning of the season and action will be taken to insure all is ready for the season. Informal inspection shall be part of normal patrol activities of all rangers. The Visitor Services Ranger will monitor the condition of the entry roads and schedule grading and/or dust abatement activities. The Visitor Services Ranger will monitor the kiosks and repair or replace information panels as needed and keep the map box stocked with brochures.

Resource impacts will be monitored by all rangers as part of normal patrol. Designated routes outside of the OHV area will be monitored for trail proliferation, habitat destruction and soil erosion. Routes that are closed, but continue to receive use, will be posted and additional emphasis will be placed on patrol of the area by the BLM rangers. If damage is determined to be serious by BLM specialists, mitigation will be planned and implemented. Adjacent ACECs and WSAs will

continue to be monitored in accordance with their management plans and policies.

Reporting the results of monitoring will be accomplished on daily patrol logs, with problems also reported to the recreation staff for immediate attention. An annual report will be compiled from the patrol log entries and submitted to the branch chief by June 1 each year for the previous year. Any mitigation or changes in management may then be incorporated into the Bureau's annual work plan system.

Part V Implementation and Cost

A) Staffing

Overall leadership for the Dumont Dunes OHV Area will be the responsibility of the Chief, Branch of Recreation and Wilderness. An Outdoor Recreation Planner will coordinate the implementation of all actions specified in this management plan. Portions of the implementation will be delegated to the rangers for action.

A Barstow Resource Area law enforcement ranger will be responsible for resource protection in the planning area by patrolling, visitor contacts, permit compliance and law enforcement actions. These rangers will also provide emergency medical assistance.

A Barstow Resource Area Visitor Services Ranger will assist the law enforcement rangers by patrolling Dumont Dunes and the surrounding lands, making visitor contacts, and providing emergency medical assistance. This ranger will also collect visitor use data, provide interpretive services, coordinate with the volunteer organization, provide road grading contract administration, and perform light maintenance of the facilities.

The volunteer organization will provide visitor services by patrolling Dumont Dunes and the surrounding lands, making visitor contacts, manning a contact station for emergency communications, collecting visitor use data, providing interpretative services, and providing mechanical and emergency medical assistance.

B) Cost and Implementation Schedule

The following table shows cost and scheduling of the implementation of this management plan. The phases are not equivalent to years, but intended to indicate sequencing of actions. For details of each management action, see Part IV Management Actions. WM is work months of payroll and PROC is procurement of supplies, equipment and contracted services.

Management Actions		PHASES I	II	III	IV	V	SUBTOTALS WM	PROCUREMENT
Goal A - OHV Area								
1. Plan amendment	WM	0	0	0	0	0	0	
	PROC	0	0	0	0	0		$0
2. Land acquisition	WM	0	1	1.6	0	0	2.6	
	PROC	0	0	85200	0	0		$85,200
3. Cancel right-of-way	WM	0	0	2	0	0	2	
	PROC	0	0	2000	0	0		$2,000
4. Permits, vendor	WM	0.2	0.2	0.2	0.2	0.2	1	
	PROC	100	100	100	100	100		$500
5. Permits, film	WM	0.2	0.2	0.2	0.2	0.2	1	
	PROC	100	100	100	100	100		$500
6. Permits, event	WM	0.2	0.2	0.2	0.2	0.2	1	
	PROC	100	100	100	100	100		$500
7. Mining plans	WM	0.2	0.2	0.2	0.2	0.2	1	
	PROC	0	0	0	0	0		$0
Goal B - Safety								
1. Interpretive services	WM	1	1	1	1	1	5	
	PROC	1000	1000	1000	1000	1000		$5,000
2. Information kiosks	WM	0	0	0.5	0	0	0.5	
	PROC	0	0	20000	0	0		$20,000
3. Area brochure	WM	0.1	0	0.1	0	0.1	0.3	
	PROC	6000	0	6000	0	6000		$18,000
4. Desert information outposts	WM	0.5	0.2	0.2	0.2	0.2	1.3	
	PROC	1000	1000	1000	1000	1000		$5,000
5. Supplemental fliers	WM	0.2	0.2	0.2	0.2	0.2	1	
	PROC	300	300	300	300	300		$1,500
6. Volunteer organization	WM	1	0.5	0.5	0.5	0.5	3	
	PROC	1000	1000	1000	1000	1000		$5,000
7. Visitor assistance	WM	4	4	4	4	4	20	
	PROC	4000	4000	4000	4000	4000		$20,000
8. Visibility markers	WM	0	0	0	0	0	0	
	PROC	0	0	0	0	0		$0
9. T&T hazard markers	WM	0	0	0	0	0	0	
	PROC	0	0	0	0	0		$0
10. Street legal signs	WM	0.1	0.1	0	0	0	0.2	
	PROC	0	100	0	0	0		$100
11. Stop signs	WM	0	0.1	0	0	0	0.1	
	PROC	0	400	0	0	0		$400
12. OHV route to parking area	WM	0	0.1	0	0	0	0.1	
	PROC	0	100	0	0	0		$100

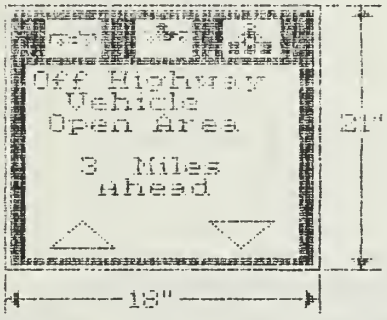
		PHASES					SUBTOTALS	
		I	II	III	IV	V	WM	PROCUREMENT
Goal B - Safety (continued)								
13. Whip & flag regulation	WM	0.1	0	0	0	0	0.1	
	PROC	100	0	0	0	0		$100
14. Glass container regulation	WM	0.1	0	0	0	0	0.1	
	PROC	100	0	0	0	0		$100
Goal C - Environmental								
1. Law Enforcement	WM	2	2	2	2	2	10	
	PROC	1000	1000	1000	1000	1000		$5,000
2. Access Signing	WM	0.2	0.4	0	0	0	0.6	
	PROC	0	1800	0	0	0		$1,800
3. Boundary signing	WM	2	0	0.5	0	1	3.5	
	PROC	0	0	1000	0	10000		$11,000
4. Designated route signing	WM	1	1	0	0	0	2	
	PROC	1000	500	0	0	0		$1,500
5. Camping closure	WM	0	0.1	0.1	0	0	0.2	
	PROC	0	0	500	0	0		$500
6. Route rehabilitation	WM	0.5	0.5	0.2	0.1	0.1	1.4	
	PROC	0	0	0	0	0		$0
7. Cultural survey	WM	0	2	0	0	0	2	
	PROC	0	3000	0	0	0		$3,000
Goal D - Facilities Const.& Maint.								
1. Intersection upgrade	WM	0	0	1	0	0	1	
	PROC	0	0	80000	0	0		$80,000
2. Mesa section upgrade	WM	0	0	0.5	0	0	0.5	
	PROC	0	0	30000	0	0		$30,000
3. Little Dunes upgrade	WM	0	0	0.5	0	0	0.5	
	PROC	0	0	24000	0	0		$24,000
4. Road maintenance	WM	0.3	0.3	0.3	0.3	0.3	1.5	
	PROC	3000	3000	60000	2000	2000		$70,000
5. Sign maintenance	WM	0.5	2	2	2	2	8.5	
	PROC	500	1000	1000	500	500		$3,500
6. Annual clean-up	WM	0.1	0.1	0.1	0.1	0.1	0.5	
	PROC	200	200	200	200	200		$1,000
7. Litter signs	WM	0.1	0	0	0	0	0.1	
	PROC	100	0	0	0	0		$100
Goal E - Monitoring								
1. Traffic counter & survey	WM	0.2	0.1	0.1	0.1	0.1	0.6	
	PROC	500	0	100	0	100		$700
2. Observation & reporting	WM	3	3	3	3	3	15	
	PROC	100	100	100	100	100		$500
PHASE TOTALS	WM	17.8	19.5	21.2	14.3	15.4		
	PROC	$20,200	$18,800	$318,700	$11,400	$27,500		
					WM		87.3	$264,600
					PROCUREMENT			$396,600
								$661,200

Appendix A -- Sign Plan

This sign plan is generated from the management actions. The discussions for these signs are included within the management actions. The labeling of these signs is consistent throughout the plan and is shown on Map 7.

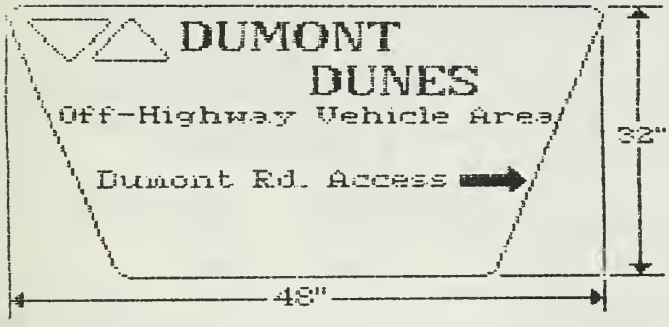
Informational signs

1. Post sign on Dumont Road that indicate the distance to the OHV area (Symbol ◆).

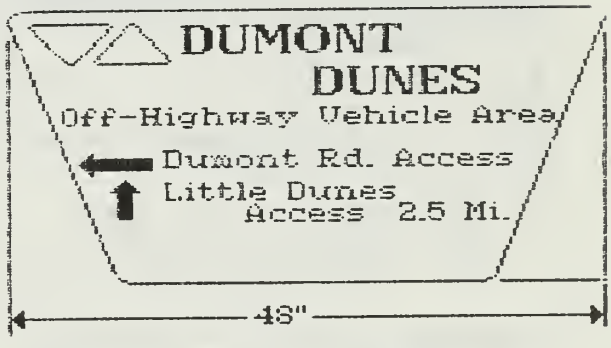


2. Post large signs to identify the entry roads (Symbol ➡).

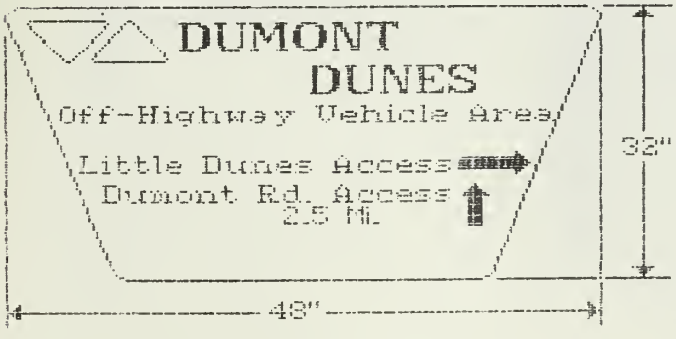
Dumont Road
Facing North



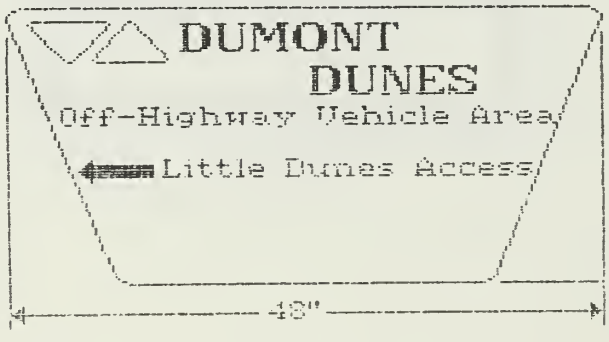
Facing South



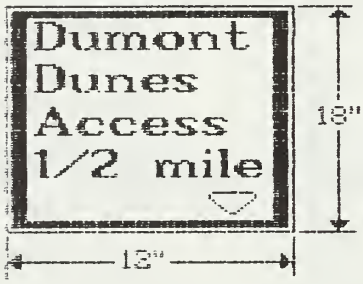
Little Dunes Entry Road
Facing North

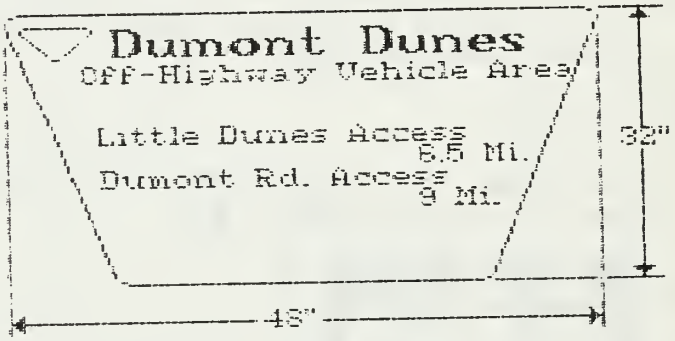


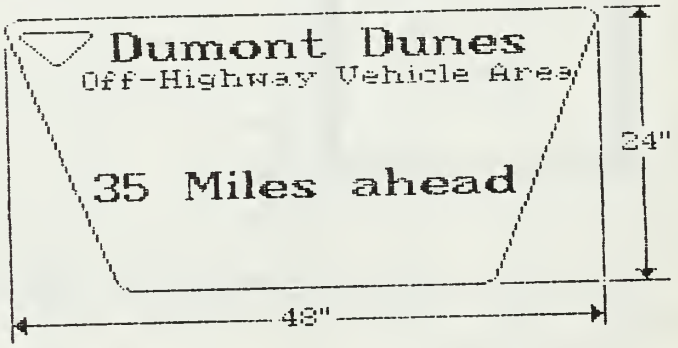
Facing South



3. Post signs along Highway 127 that indicate the distance to access roads one half mile on either side of each road and another one about one mile south of Salt Creek Hills ACEC and about one mile north of Baker (Symbol ■).



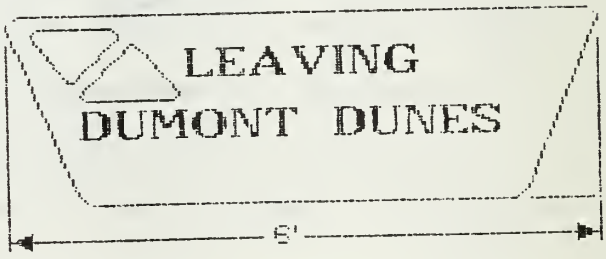




4. Post entrance signs on the access roads at the boundary (symbol△).

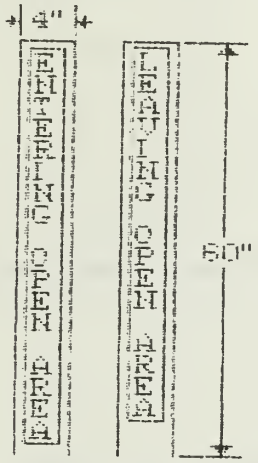
Front

Back

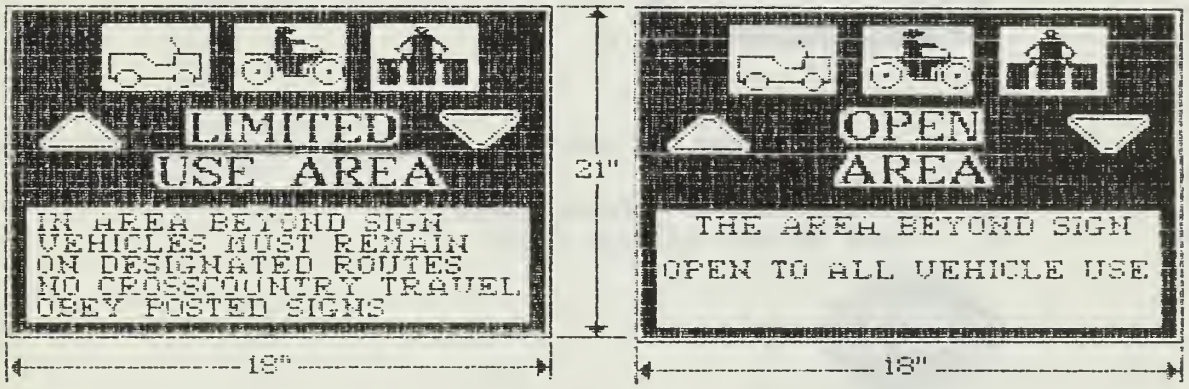


Regulatory signs

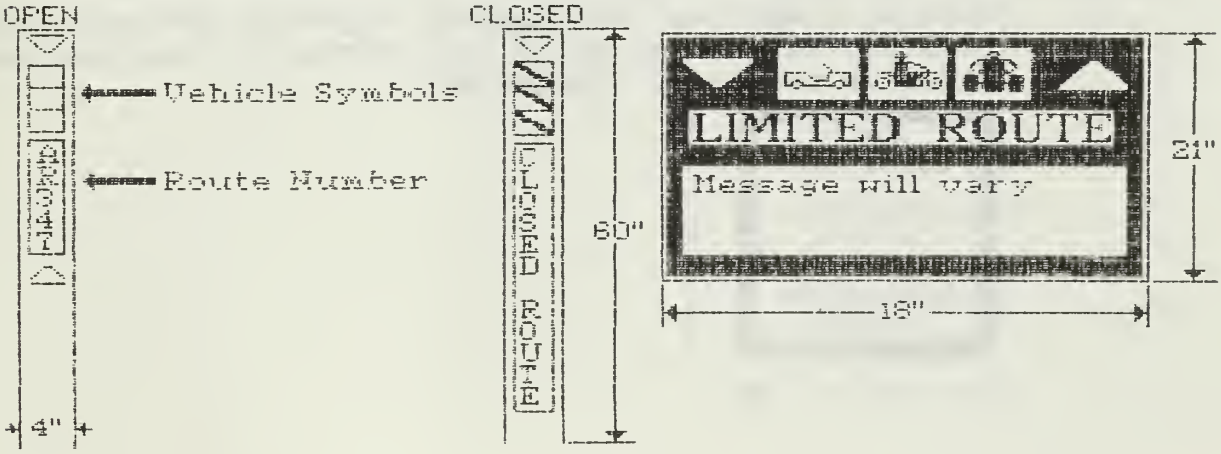
1. Mark the boundary of the OHV area with boundary posts (Symbol ▲).



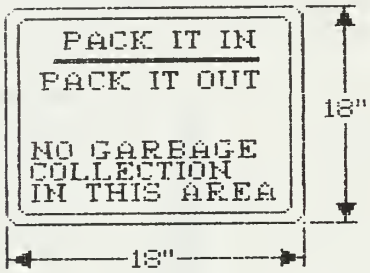
2. Post signs where the access roads cross the OHV area boundary that indicate entering and leaving the OHV area (Symbol ⚠).



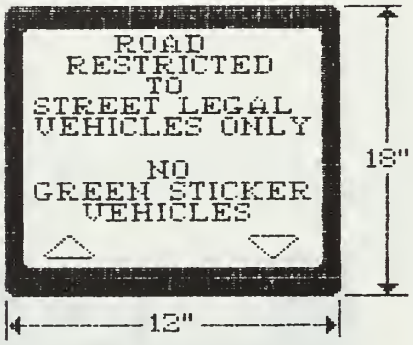
3. Post all Open and Limited routes in the planning area. These signs are not specifically shown on Map 7.



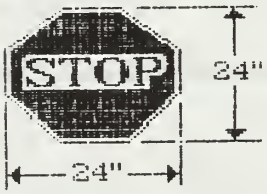
4. On the access roads, post a "Pack it in, Pack it out" sign (Symbol ⊡).



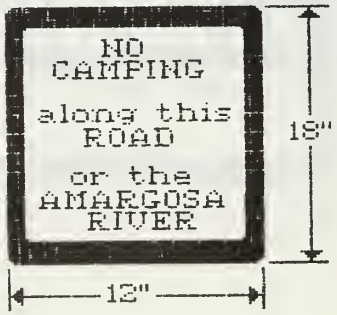
5. Post the main access road with Street legal only signs (Symbol **X**).



6. Post a stop sign at access roads at Highway 127 (Symbol ◯):
   a. Little Dunes access road.
   b. Ibex Dunes access road.

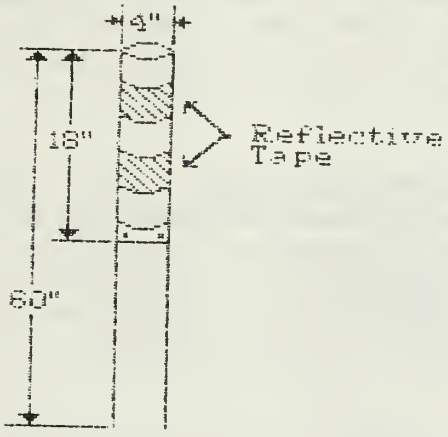


7. Post at least two "No Camping" signs on the main entry road and additional signs on accesses to the Amargosa River as necessary (Symbol ◐).

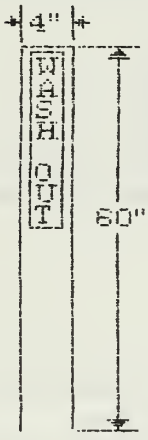


Warning signs

1. Post the main access road with visibility markers (Symbol ✸).



2. Hazards on the T & T railroad grade will be marked (Symbol ☆).



Appendix B -- Visitor Use Data

The following data was gathered through field contacts at Dumont Dunes on most of the weekends between December 5, 1987 and February 7, 1988. Only 8% of the groups were associated with OHV clubs which affects visitation in size of groups, length of stay, etc. Number of Contacts: 85 representing 881 visitors.

Size of Group	
1-2 people	12%
3-5	26%
6-10	35%
11-20	15%
21-30	8%
>30	4%

Length of Stay	
1 day	16%
2-3	72%
4-7	12%
>7	0%

Driving Distance from Origin to Dumont	
0-50 miles	5%
51-100	27%
101-150	15%
151-200	30%
201-250	21%
251-300	1%
>300	1%

Number of visits per year	
1 visit	11%
2-3	19%
4-6	41%
7-11	13%
>11	16%

Camp location

Tnsh	Rgn	Sec	Qtr	
18N	6E	4	SW	2%
18N	6E	5	SE	1%
18N	6E	12	SE	2%
18N	6E	13	NE	5%
18N	6E	13	SE	1%
18N	7E	4	NW	24%
18N	7E	4	NE	36%
18N	7E	5	SE	2%

Tnsh	Rgn	Sec	Qtr	
19N	7E	32	SE	2%
19N	7E	33	SE	8%
19N	7E	33	SW	2%
19N	7E	33	NE	2%
19N	7E	33	NW	2%
19N	7E	34	SW	5%
19N	7E	34	NE	5%
19N	6E	32	SE	1%

Recreational vehicles and equipment in the average camp.

Primary Vehicle	3.4/camp	Motorhome	1.1/camp
Dune Buggy	0.7	Trailer	0.3
Motorcycle	0.7	Camper	0.3
ATV (& Odyssey)	5.6	Tent	0.3
4 X 4	1.0		

OHV Activities

Dune riding		Trail riding
100%	53%	0%
90%	21%	10%
80%	9%	20%
<80%	17%	>20%

The following data was supplied to BLM by California Off Road Vehicle Association (CORVA). They ran a survey in their magazine during the months of March and April 1988. The 41 people that returned the surveys are associated with CORVA and are California residents. Therefore, this survey leaves out the Nevada residents and people not associated with CORVA.

In 1987, how many times did you go to Dumont Dunes during each month?

JAN	19	11%	JUL	1	1%
FEB	24	14%	AUG	0	0%
MAR	21	12%	SEP	8	4%
APR	22	13%	OCT	21	12%
MAY	9	5%	NOV	30	17%
JUN	1	1%	DEC	17	10%

Number of trips to Dumont Dunes during the year.

1 trip	4	10%
2-3 trips	17	41%
4-6 trips	13	32%
7-11 trips	6	15%
>11 trips	1	2%
Total	41	
Average	4.2	

What was the average length of your visit?

Group outings		Organized Events		
1	3%	1 day	0	0%
22	61%	2-3 days	2	17%
13	36%	4-7 days	9	75%
0	0%	>7 days	1	8%
36		Total	12	
3.3 Days		Average	4.8 Days	

In 1987, how many visits were with:

Group outings		Organized Events		
5	8%	1 trip	4	17%
11	17%	2-3 trips	5	21%
14	22%	4-6 trips	3	13%
2	3%	7-11 trips	0	0%
32	50%	>11 trips	12	50%
64		Total	24	
4.5 Trips		Average	2.6 Trips	

What was the average number of people in your camp?

Group outings		Organized Events		
1	1%	1-2 people	0	0%
3	4%	3-5 people	0	0%
16	20%	6-10 people	1	10%
26	32%	11-20 people	2	20%
30	37%	21-30 people	2	20%
5	6%	>30 people	5	50%
81		Total	10	
18.1 People		Average	42.4 People	

For a typical visit, indicate the number of each kind of equipment in your camp.

Motorhome	5.1 / Group
Camper	2.5 / Group
Camping Trailer	0.9 / Group
Tent	0.8 / Group
Van	0.3 / Group
Motorcycle	1.7 / Group
Dune Buggy	5 / Group
ATV	11.1 / Group
4 wheel drive	1.6 / Group
Aircraft	0 / Group
Firearm	1.8 / Group

From the list below, please indicate whether you feel these activities are appropriate in the Open areas.
1 = Strongly disagree
3 = No Opinion
5 = Strongly Agree

Target shooting	2.1
Wildlife	3.1
Trail Const.	2.4
Play Riding	4.7
Organized Events	4
Interp. Trails	2.5
Grazing	2.5
Trail Maintenance	2.4
Viewing signs	2.1
Law Enforcement	3.2
Mining	2.7
Developed Camps	2

Distance traveled to Dumont Dunes.

0-50 miles	0	0%
51-100 miles	1	2%
101-150 miles	4	10%
151-200 miles	8	20%
201-250 miles	21	51%
251-300 miles	4	10%
>300 miles	3	7%
Total	41	

Appendix C -- Comment Summary

Publics Involved	Distribution of Draft Plan		Comments Meetings		Letters	
Other Agencies	9	5.0%	0	0.0%	1	9%
Advisory Council	15	8.3%	0	0.0%	0	0%
Native American Groups	3	1.7%	0	0.0%	0	0%
Land Owners	8	4.4%	0	0.0%	0	0%
Business	7	3.9%	1	2.5%	0	0%
Environmental Groups	12	6.7%	0	0.0%	6	55%
OHV Groups	40	22.2%	17	41.2%	4	36%
OHV Individuals	82	45.6%	20	48.9%	0	0%
Mining Groups	4	2.2%	3	7.4%	0	0%

Abstract

Of the nine groups of concerned parties, only the environmental groups, OHV groups & individuals, mining groups and Calif. Department of Fish and Game provided comment to the Draft Management Plan for Dumont Dunes.

The basic comments of the environmental community and Fish and Game included:

1) concern over the potential impacts the OHV area would have on adjacent WSAs and ACECs,
2) praise of using the signing strategy of posting open routes and all others are closed,
3) concern over signing routes within WSAs.

The basic comments of the mining community included:

1) concern over the signing strategy of posting open routes and all others are closed,
2) concern over no restrooms at the OHV area.

The basic comments of the OHV community was noticeably divided along state lines:

1) The Nevada people were primarily concerned over the spark arrester regulation.
2) The California people were primarily concerned over the signing strategy of posting open routes and all others are closed. The concern centered on the apparent limitation on trail riding.

Many comments dealt with the size of the planning area and issues outside the scope of this plan. The comments were used as a guide to indicate areas that needed clarification in the final plan. The following is a summary of the comments, both written and spoken at the public meetings. Many of the comments have been condensed into short phrases and the number of comments received for each is indicated.

RECREATION MANAGEMENT

Adjustment of the OHV Area Boundary

Affirmative Comments - 3

Negative Comments

- proposed expansion is the potential impact on the Amargosa River drainage and the Salt Creek Hills ACEC.
- We suggest that the OHV area boundary not extend beyond the south boundary of Section 13, T.18N, R.6E, to provide a buffer zone between the OHV Area and the Salt Creek ACEC.

RESPONSE - Action C3 addresses the marking of the boundary of the OHV area so visitors don't mis-use the WSA's and ACEC's. This actions was modified in the final plan to include other marking techniques and fencing of areas that continue to have trespass problems.

T&T Railroad Actions

Affirmative Comment - 2

Negative Comment - 4

- We don't support any proposal which would mandate so many closed or dead end or ? signs on each bump or dip in the T&T right of way.
- BLM & Green Sticker grant to improve these hazardous conditions.
- The T&T railroad grade should be closed to vehicle use where it parallels the Amargosa.

RESPONSE - Posting the hazards on the T&T will do two things. First, it will reduce accidents and second, reduce the liabilities that could cost tax dollars. The T&T is not a natural structure and BLM is inviting use, therefore the government is not exempt from tort claims for accidents on this route. This railroad line was abandoned because it was difficult to maintain. Also the route is a temporary route within WSA 222, therefore it is not realistic to preform maintenance on a route that would be closed if the area was designated wilderness. The T&T is a popular route, opened through the route designation process. Closure of this route would come through the route designation process.

Access Roads

Affirmative Comments - 3

Negative Comments

Intersection improvement - 3

Dust abatement - 1

Mesa access reconstruction - 1

Street Legal Only on access - 5

- a route must be established for OHV's to go from the mesa to the road west of Hwy 127 toward Saddle Hills. This is another popular route. If this trail is not established, you will then have destruction of vegetation and terrain across this area.(3)

- Develop a perimeter road around the dunes so RVers may camp on the back side (south).
- Develop an access route from Hwy 127 midway between R6E and R7E into the south side of the main dunes for RV access. People are camping in the area now.

RESPONSE - The up-grading, dust abatement, and limiting the use of the access roads to the OHV area will reduce the possibility of accidents and tort claims. Action B12 provides for a parallel OHV route from the Amargosa River crossing to the waiting area.

Information Services

Affirmative Comments - 4

Suggestions

- Construct small office/information facility/first aid/bunkhouse. Could be like Cahuilla Ranger Station - they leave that for extended periods of time.

RESPONSE - The visitation at Dumont Dunes does not justify the construction of a permanent facility. The Barstow Resource area office has a visitor services trailer available for use as a contact station throughout the resource area. Volunteers providing visitor assistance will establish camp at the east end of the sand spit closest to the main dune. Having a consistent camp location will assist visitor seeking assistance.

Camping

Affirmative Comments - 1

Negative Comments - 4

RESPONSE - The continued camping along Dumont Road and in the Amargosa River has led to a great increase of OHV play and route proliferation outside the OHV area. There is ample camping room available within the OHV area and elsewhere in the desert.

Law Enforcement

Affirmative Comments

Spark Arresters Required - 5
Helmets Required - 1
Whips with flags Required - 9
No Glass Containers - 3
Law Enforcement - 1

Negative Comments

Spark Arresters Required - 3
Helmets Required - 0
Whips with flags Required - 0
No Glass Containers - 1
Law Enforcement - 1

RESPONSE - Dumont Dunes is affected by a number of new California State laws concerning ATV safety that will be enforced. These laws include helmets required, no passengers, certified training for people under 18 and supervision of

riders under 14 by a trained adult. Spark arresters are required on an OHV when used on all federally and state managed lands in California. Fire hazards are limited while in the dunes, however, the hazards around the OHV area do exist. An exemption from the spark arrester law would be confusing and would lead to violations elsewhere. Action B13 was added to institute a federal regulation to require all vehicles operated in the dunes to be equipped with a whip antenna topped with a flag to improve visibility of vehicles to others. Action B14 was added to institute a federal regulation to prohibit glass containers in the OHV area to reduce hazards to people and equipment. Enforcement of federal and state laws at Dumont Dunes by BLM Rangers will continue. Law enforcement is a management tool and management of the California Desert is the responsibility of the Bureau and is therefore a fact of life in the desert.

Facilities

Affirmative Comments

No Restrooms - 3
No Trash Collection - 3
No Sewage Dump - 3

Negative Comments

Provide Restrooms - 3
Provide Trash Collection - 2
Provide Sewage Dump - 3

RESPONSE - The majority of Dumont visitors surveyed were adamant about not wanting facilities developed. At this time, there appears to be little need for facilities development. This, of course, means that at some time in the future a need for facilities could be identified through monitoring of recreation activity and problems. Education and law enforcement will reduce the trash and sewage problem. Emergency communications will be handled by volunteers and BLM visitor services staff. The visitors will be warned about the hazards of the worm tracks.

Trails

Affirmative/Negative Comments

Do route designation with the plan - 3
Not enough designated routes - 4
Oppose Adopt-a-trail - 1
Oppose signing open route/others closed - 11
Support signing open route/others closed - 3
Oppose signing route within WSAs - 3
Support closed route rehab - 1
- Are we going to close everything going out of the dunes?
- Long-range plans to design, acquire and build an OHV route from the dunes to Tecopa.
- There is a need for a route around the south side of Salt Creek Hills between the hills and the ACEC.

RESPONSE - The inventory of existing routes within the planning area is now complete. Most of these routes are being reviewed in the route designation amendment process and will be designated either open, limited or closed. Only a few routes necessary for providing access or popular loop routes were designated as open. The majority of routes will be closed outside of the OHV area to protect the surrounding wilderness study areas. Some routes associated with the proposed boundaries of the OHV area have been held, pending the final decision on the boundary alignment. All routes will be signed, however, as routes are rehabilitated and obliterated, the signs may be removed. It should be noted that the routes in all wilderness study areas are considered temporary, pending congressional designation of wilderness areas. Therefore, route signs will be limited in number and constructed so as to not permanently impair wilderness values. Use of designated closed routes, unsigned non-routes and cross-country use is forbidden and will be stringently enforced. Certain popular open routes will be available for adoption by groups and individuals to assist in the maintenance of signs, trails, etc. An open route by way of Sperry Wash to Tecopa currently exists for street legal vehicles. Since this route goes through wilderness study area #222, no development of an OHV route to Tecopa is possible at this time. It is the philosophy of management in regards to OHV use west of Highway 127, that use of non-street legal OHV be discouraged. This is in support of the NPS regulations within the Death Valley National Monument. Therefore, ATV crossings will not be placed across Highway 127.

Public Involvement

- An Ad-hoc advisory committee should be started.
- Define what criteria will be used for volunteer dune patrol.

RESPONSE - The volunteer organization for Dumont Dunes will be made-up of people interested in the management of the OHV area. This organization has by-laws that govern membership. A separate Ad-hoc committee would be redundant.

<u>RESOURCE PROTECTION</u>

WSA's & ACEC's

Affirmative Comment - 1

Negative Comments - 2

- reflective signs are working, is a fence really necessary?
- Construct fences in problem areas - I do not think signs are effective in some places.
- We fail to see how the BLM can expect that signs and voluntary cooperation will be sufficient to protect the ACEC and the surrounding WSAs from ORV damage.

RESPONSE - Action C3 has been modified to include marking and fencing options to assure compliance with the limited use designation outside the OHV area. Also the completion, designation, and signing of all the routes in the WSA's will assist the BLM Rangers with their enforcement of the regulations.

Wildlife

- Beetles Eucilinus and Trigonoscuta - because of endemic status, could this close the dune structure to OHV use?

RESPONSE - At this time, these beetles are still undescribed, therefore, they can not be listed as endangered or threatened by the U. S. Fish and Wildlife Service. If either or both of these beetles are listed as endangered or threatened in the future, BLM will enter formal consultation with the U. S. Fish and Wildlife Service to determine necessary actions for their protection.

Visual Resources

- We believe the continued use of these routes and the open area will negatively impact the visual quality of the area.

RESPONSE - BLM disagrees, OHV use in the OHV area and on designated open routes will not be evident in the characteristic landscape.

Cultural Resources

- Why not remove the important cultural resources? The entire area should not be closed due to these lithic sites.

RESPONSE - Cultural resources are collected for two reasons: the first is for research; the second is for salvage, if there is no way to protect them on site. These resources should be left intact, if possible, because new scientific methods may be developed in the future to better obtain information from the resources.

<u>OTHER CONCERNS</u>

The Plan

Affirmative Comments - 6
Negative Comments - 1
Map problems - 7

RESPONSE - The maps in the final plan have been only slightly modified. The maps contain related information and are organized in an effort to be uncluttered, so that the information conveyed is easy to understand.

- Do you anticipate putting up a gate and charging a fee?

RESPONSE - At this time, it appears that charging an entrance or use fee would not be cost effective. BLM regulation also require certain facilities be present to charge a fee.

- The major issues of the plan are well defined except issue #3. There is no documentation to support this trespass.

RESPONSE - The quantity of trails into the WSA's and ACEC's is ample proof of the trespass problems.

- Salt Spring Hills should be included in addition to Dumont Dunes to assure proper management of OHV recreational use.

RESPONSE - Salt Spring Hills are almost completely impassable to vehicles. Vehicle use in this area would cause visual impacts.

Planning Area

Too Large - 5
Too Small - 1
Exclude west of Hwy 127 - 4
Exclude ACECs - 1

RESPONSE - The size of the planning area was carefully selected to include all areas surrounding the OHV area that are impacted by used radiating out from the OHV area. The ACEC's are excluded from this plan by Constraint #2.

Misc.

- Ad Hoc Advisory Committee should be formed of interested publics and dune volunteers.

RESPONSE - There was ample public input to this management plan to provide BLM with a good understanding of public interest in the management of Dumont Dunes OHV Area. If conditions should change in the future, an Ad Hoc committee may be considered.

- There should be a central location for emergency aid.

RESPONSE - BLM has set up a contact station at the end of the first sand spit on President's Day and Thanksgiving weekends in 1989. The Baker Ambulance also set up camp with BLM on Thanksgiving Weekend. The Dumont Dunes Volunteers will also use this location to provide a consistent public contact location. This volunteer organization will have use of the BLM radio system to summon aid and some volunteers are likely to have a degree of emergency medical training.

Appendix D -- Permit Stipulations

DUMONT DUNES OHV AREA
Filming Permit Stipulations

1. The permittee shall designate a representative for field operations before activities may commence, who shall be the sole field representative of the permittee's employees or contractors in dealing with the BLM authorized officer. Said representative shall be employed on behalf of the permittee's employees or contractors to communicate with the authorized officer, and to receive and comply with all communications and decisions of the authorized officer.

2. The permittee shall confine all activities within the Dumont Dunes OHV Area specifically defined by the attached map. Areas not in the approved permit are not approved for filming, including the Tonopah & Tidewater Railroad grade, the Dumont townsite and the Salt Creek Hills Area of Critical Environmental Concern. If the Dumont Dunes OHV Area is deemed not appropriate by the permittee, no action shall be undertaken by the permittee on an area suitable to him until said area is approved by the Barstow Resource Area Manager.

3. The permittee shall use whatever signs, flagging, and/or personnel that may be required to warn off-road vehicle operators of the filming operation.

4. The area shall be kept clear of trash and debris. All trash and debris generated by the filming operation will be removed immediately following the completion of operations. Waste and other discharges from camping vehicles or other equipment is prohibited.

5. The permittee shall notify the BLM, Barstow Resource Area at (619) 256-3591 or (619) 256-3595 at the conclusion of filming.

6. No burning or exploding of equipment and/or sets shall be permitted.

7. All persons (permittee, contractors, subcontractors) working at the filming site will be familiar with the permit stipulations. Noncompliance with permit stipulations may result in cancellation of the permit, or other adverse actions against the permittee.

8. Any soil disturbance such as ditching, ponding, leveling, mounding, etc., must be authorized by BLM on the permit. Any authorized disturbance must be returned to original condition within 24 hours of filming completion. If any hazard to recreationists remains prior to reclamation, the hazard must

be visibly marked, fenced, or otherwise identified to prevent an accident.

DUMONT DUNES OHV AREA
Vending Permit Stipulations

1. Vendors must comply with all State of California and San Bernardino County regulations concerning vending of goods, consumables, and services.

2. Vending operations shall only be permitted within the mesa north of the main dune system. No vending shall be permitted at the Little Dumont Dunes or on Dumont Road north of the Amargosa River.

3. The area shall be kept clear of trash and debris. All trash and debris generated by the filming operation will be removed immediately following the completion of operations. Waste and other discharges from camping vehicles or other equipment is prohibited.

4. All persons working at the vending site will be familiar with the permit stipulations. Noncompliance with permit stipulations may result in cancellation of the permit, or other adverse actions against the permittee.

DUMONT DUNES OHV AREA
Competitive Event Permit Stipulations

1. Events shall be restricted to the main dune system and the mesa to the north of the main dune system. No events shall be permitted south of the main dune system or at the Little Dumont Dunes. No change of permitted event location is allowed without BLM approval.

2. Event promoters shall provide ambulance services throughout the event for participants and spectators. If any death or serious injury (loss of limb or eye, fractured skull or back, prolonged hospitalization, etc.) occurs in connection with the event, including spectators, participants, or bystanders, the permittee shall notify the BLM and other proper authorities immediately and confirm with a death or injury report.

3. The event location shall be designated with flags, ribbons, or temporary plastic fencing. Authorized spectator areas shall be established in safe locations and event marshals (working for the promoter) shall be stationed so as to restrict spectators from hazardous areas of the event.

4. Permittee shall clean up litter and remove all markings of the encampment, pit area, staging area, spectator areas, and event location within three (3) days following the end of the event. Any disturbance of the mesa shall be raked or dragged until smooth, thus eliminating the hazard immediately following the completion of that part of the event.

5. Permittee and participants shall comply with all applicable federal and State of California laws and regulations. These include, but are not limited, to the following requirements for vehicle equipment:

   A. All vehicles at Dumont Dunes OHV Area are required to be registered within the State of the owner's residence as follows:

      1. Street Legal vehicles must display valid license plates to be operated on public lands and public roadways (CVC 4000[a]).

      2. Off-Highway vehicles must display a valid Green Sticker to be operated on public lands, except public roadways (CVC 38010[a], CVC 38025).

      Exception: Off-Highway vehicles from States (i.e., Nevada) that do not have an Off-Highway Vehicle registration are not required to have a green sticker. The driver of such a vehicle should be prepared to show proof of residency, such as driver's license.

B. All Off-Highway vehicles used at Dumont Dunes OHV Area or any part of the California Desert Conservation Area must be equipped with a properly installed and functioning U.S. Forest Service approved spark arrestor (43 CFR 8341.1[d], 43 CFR 8343.1[c], 43 CFR 9212.2, CVC 38380).

Exception: Off-highway vehicles equipped with a turbocharger are not required to be equipped with a spark arrestor.

C. All vehicles used at Dumont Dunes OHV Area shall be equipped with an adequate muffler in constant operation and properly maintained, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device (43 CFR 8343.1[b], CVC 38365[a]).

D. All vehicles operated in the dunes must be equipped with a whip antenna topped with a red or orange flag.

6. The permittee shall provide for the sanitation needs of the participants and spectators at the event location. Any portable restrooms that become full shall be emptied so as not to restrict the use of the facilities.

8340.D4
(CA-068.46)
CA-068-8-63

ENVIRONMENTAL ASSESSMENT

OF THE

MANAGEMENT PLAN

FOR THE

DUMONT DUNES OFF-HIGHWAY VEHICLE AREA

San Bernardino County
California

April 1990

Barstow Resource Area Office
California Desert District
Bureau of Land Management
United States Department of the Interior

Table of Contents

I. Introduction 1

II. Need for the Proposed Action 1

III. Proposed Action 1

IV. Other Alternatives Considered 4
A. No Action Alternative 4
B. Alternatives Considered But Dropped From Further Analysis 4

V. Affected Environment 4

VI. Environmental Consequences 4
A. Proposed Action 4
B. No Action Alternative 10

VII. Cumulative Impacts 13
A. Historical Impacts 13
B. Proposed Action 14
C. No Action Alternative 14
D. Future Impacts 14
E. Summary 15

VIII. Mitigation and Residual Impacts of the Proposed Action . 15

IX. Consultation and Coordination 15

X. List of Preparers 16

8340.D4
(CA-068.46)
CA-068-8-63

I. Introduction

This Environmental Assessment (EA) of the Management Plan for the Dumont Dunes Off-Highway Vehicle Area examines the impacts of the management actions, develops mitigation measures and determines whether an Environmental Impact Statement (EIS) will be necessary. Several environmental documents have been written for the Dumont area, some predate the CDCA Plan. The EIS for the CDCA Plan addresses impacts throughout the California Desert including the current OHV area at Dumont Dunes (Volume C, Appendix V, pages 170-174). Some Dumont activities were not specifically dealt with in the EIS, therefore, separate EAs have been written such as the Programmatic EA (CA-068-1-31) for Commercial Filming and (CA-068-8-12) for Land Use Permits for Vendors. Both of these EAs will be amended through this document. The 1988 CDCA Plan Amendments included management action A1 of the Dumont Dunes OHV Area Management Plan. The Environmental Assessment of the 1988 CDCA Plan Amendments assessed this management action. These environmental documents cover the existing OHV area and need not be re-examined, however, some management actions in the management plan must be assessed in this environmental assessment.

II. Need for the Proposed Action

Since its designation as an OHV area in 1973, Dumont Dunes has been enjoyed by up to 60,000 visitors each year. The remoteness of the area and the lack of personnel has meant the area has received only a minimal amount of management. In the last two years, however, two resident BLM rangers have been located near the area and State of California "Green Sticker" funds have been made available to fund the writing of the attached management plan. OHV safety, impacts to surrounding lands and planned management of the area were the driving issues of the plan.

III. Proposed Action

The BLM proposed action is the adoption and implementation of the Dumont Dunes OHV Area Management Plan. The management actions proposed are detailed in Part IV, Management Actions. The implementation schedule and cost projections for the management plan are shown in Part V, Implementation and Cost. The following is a summary of management actions from the Dumont Dunes Management Plan:

Adjusting and Administering the OHV Area

A1) Amend the California Desert Conservation Area Plan to change the Multiple-use Class M to Class I surrounding Dumont Dunes and include the Little Dumont Dunes. Also amend the Desert Plan to adjust the vehicle access designation from Limited to Open in the same area.

A2) Acquire two sections of land (1280 Ac.) T.19N, R.6E, Sec.36 and T.19N, R.7E, Sec.36.

A3) Cancel Right-of-Way grants #R-4265 and R-4267 on the Tonopah & Tidewater Railroad grade. (See Map 2)

A4) Continue to issue land use permits to vendors providing recreation related goods and services at Dumont Dunes OHV Area.

A5) Continue to issue land use permits for film and video production within the OHV area.

A6) Continue to issue Special Recreation Permits for competitive events at Dumont Dunes OHV Area.

A7) Continue to accept plans of operations for mining in the planning area.

Safety

B1) Provide interpretive services for the Dumont Dunes OHV Area concerning safety and environmental concerns.

B2) Construct two information kiosks, one just south of the Amargosa River crossing along the main entry road and the other at the entry road to the Little Dumont Dunes.

B3) Publish and provide free to the public a brochure about the OHV area.

B4) Establish "Desert Information Outposts" for distribution of information.

B5) Produce supplemental fliers on Dumont Dunes.

B6) Establish and equip a Dumont Dunes volunteer organization.

B7) Provide visitor assistance at Dumont Dunes OHV Area and the planning area.

B8) Post the main access road with visibility markers.

B9) Hazards on the Tonopah and Tidewater Railroad grade will be marked.

B10) Designate and post Dumont Road with "Street Legal Only" signs.

B11) Post a stop sign at access roads entering Highway 127:
a. Little Dunes entry road.
b. Ibex Dunes access road.

B12) Establish a designated route from the river crossing to the parking area by Highway 127.

B13) Publish and enforce a new federal regulation requiring all vehicles operated in the sand dunes of Dumont Dunes to be equipped with a whip antenna topped with a red or orange flag.

B14) Publish and enforce a new federal regulation prohibiting the use of glass beverage containers in the OHV area.

Resource Protection

C1) Provide law enforcement of safety and resource protection regulations at Dumont Dunes OHV Area and the planning area.

C2) Post signs that will assist visitors in reaching the OHV area.

C3) Mark the boundary and routes crossing the boundary of the OHV area.

C4) Post designated routes and route closure information.

C5) Designate and post a closure to camping along Dumont Road on the north side of the river and in the Amargosa River wash upstream of the river crossing.

C6) Rehabilitate selected closed routes.

C7) Conduct Class III cultural inventory (100 percent survey) of previously unsurveyed areas for cultural resources within the adjusted boundaries of the OHV area and known historic sites within the planning area.

Facilities

D1) Upgrade the intersection of Dumont Road and Highway 127.

D2) Reconstruct the main entry road from the Amargosa River crossing to the top of the mesa.

D3) Develop one improved entry road to the Little Dumont Dunes.

D4) Grade Dumont Road just prior to Thanksgiving and President's Day weekends and as necessary, using water truck if necessary. Repair sand holes in road and on the mesa adjacent to visibility markers. Treat the road with a dust retardant agent after grading is completed.

D5) Routinely replace or repair damaged and stolen signs.

D6) Organize and implement an annual clean-up of Dumont Dunes OHV area.

D7) On the entry roads, post a "Pack it in, Pack it out" sign.

Monitoring

E1) Monitoring will be implemented to determine the effectiveness of the management actions by observing changes in recreation use, condition of facilities and resource impacts.

E2) Observation and monitoring of facilities and recreation activities will be recorded by all rangers and an annual report shall be written by the Visitor Services Ranger.

A coordinated management approach as proposed in the Management Plan would allow necessary actions to be incorporated into BLM's long-range management planning system, as well as the California Off-Highway Vehicle Grant program. The management approach would enhance safety and recreation values in the OHV area, while providing increased protection for cultural sites, wildlife habitat and wilderness values in nearby WSAs and ACECs.

IV. Other Alternatives Considered

A. No Action Alternative

This alternative would continue the use of existing management policies and regulations to manage the public lands within the Dumont Dunes OHV Area. This is the management approach that has been used since the California Desert Conservation Area Plan was adopted in 1980. The CDCA Plan encompasses more than 12 million acres of BLM administered lands, therefore it is only a basic guide to management policies and does not provide site specific management actions for Dumont Dunes OHV Area.

B. Alternatives Considered But Dropped From Further Analysis

In the beginning of the planning process, a third alternative was considered. This alternative would include the development of facilities, including a trash dumpster, sewage dump station, designated camping area, and an entrance station. These facilities would require more personnel for the operation of the area as well as regulations for the use of the area such as quiet hours, charging use fees, and no riding in or making worm tracks.

This alternative was dropped, because the area's current visitors were adamant about keeping the area primitive. It was also decided that the visitation to the area did not justify the expenditure for facilities. Therefore, this alternative was dropped from further analysis.

V. Affected Environment

The affected environment for the planning area is detailed in Part II, Resource Summary of the attached Dumont Dunes OHV Area Management Plan.

VI. Environmental Consequences

A. Proposed Action

The Dumont Dunes OHV Area Management Plan environmental consequences analysis is incorporated with the CDCA Plan EIS, the 1988 CDCA Plan Amendments EA, and the Programmatic EAs for commercial filming and Land Use Permits for vendors. This section describes any additional expected environmental consequences resulting from the implementation of the management plan.

1) Soils

Route proliferation outside the OHV area could result in soil erosion. The route designation process is being used to get control of the proliferation problem. The following management actions would also reduce route proliferation and soil erosion:

A1) CDCA Plan amendment to adjust the boundaries would provide manageable boundaries.

B:1, 2, 3, 5, 6) Interpretation services, Information Kiosks, Area brochure, supplemental fliers, volunteers and the rangers would educate visitors about OHV use outside the OHV area.

C1) Law enforcement would be used as necessary to assist in the visitor education of OHV use outside the OHV area.

C3) Boundary signs, marking, or fencing would assist visitor in knowing where the OHV area boundary is located.

C6) Rehabilitation of closed and non-routes would reduce their use.

Impacts of permitted filming, vending and competitive events within the OHV area are similar to those impacts associated with normal OHV recreational activities. Any soil disturbance associated with these permitted activities would be restored to original conditions (see Appendix D -- Permit Stipulations in the Dumont Dunes OHV Area Management Plan). Impacts from permitted activities are judged to be insignificant. Impacts of access redevelopment, road maintenance, sign placement, and route rehabilitation would minimize soil disturbance and future erosion by placement on stable, reasonable level soils. Overall impacts to soils through by the proposed action are insignificant.

2) Air Quality

Dust raised by OHVs in the dunes is minimal since the sand falls back to the dune quickly. Dust raised on designated routes is negligible because of the low frequency of use and the fact that most of these routes are in washes where the sand is too dense to form dust. Dumont Road does produce visibility problems at times of heavy use, such as the beginning and end of weekends. The management plan addresses the dust problem on Dumont Road in the following actions:

B10) Designating and posting Dumont Road for Street Legal vehicles only.

B12) Establishing a designated route for OHV use to the north side of Dumont Road.

D4) Grading and treating the Dumont Road with dust retardant.

Impacts of permitted filming, vending and competitive events within the OHV area are similar to those impacts associated with normal OHV recreational activities. Dust generated by

use on Dumont Road and in the OHV area does not significantly reduce air quality of the desert. The impacts of the proposed action would have a slight positive affect on air quality.

3) Water Resources

Little hydrologic impact would be expected from recreational use. Infiltration rate would not be significantly decreased by traffic. Surface run-off characteristics and quantities of ground water recharge would not be affected. Water quality could be affected by illegal discharge of wastes from recreation vehicle holding tanks. Water quality of the Amargosa River could be impacted by camping adjacent to the river. The following actions in the management plan were included to reduce impairment of water quality:

B:1, 2, 3, 5, 6) Interpretation services, information kiosks, area brochure, supplemental fliers, volunteers and the rangers would all help to educate visitors about proper sewage disposal.

C1) Law enforcement would be used to enforce proper sewage disposal.

C5) The camping restriction on the Amargosa River up stream of the river crossing would reduce the pollution potential directly into the river.

Impacts of permitted filming, vending and competitive events within the OHV area are similar to those impacts associated with normal OHV recreational activities. These permitted activities are controlled through permit stipulations designed to eliminate dumping of wastes and other chemicals (see Appendix D -- Permit Stipulations in the Dumont Dunes OHV Area Management Plan). Impacts from permitted activities are judged to be insignificant. The impacts of the proposed action would have no effect on the water resources.

4) Vegetation

Impacts on vegetation would occur, but would be limited to the areas adjacent to the dunes. Impacts due to access improvements (Actions D:1, 2, 3) and sign placement (Actions B:2, 8, 9, 10, 11; C:2, 3, 4, 5; D7) would reduce vegetation by less than 4 acres. Impacts of permitted filming, vending and competitive events within the OHV area are similar to those impacts associated with normal OHV recreational activities. The completion of the route designation process and implementation of the management actions (B:1,2,3,5,6,7; C:1, 3, 4, 5, 6) would significantly reduce route proliferation, thus reducing impacts on vegetation. Overall negative impacts on vegetation by the proposed action would be slight and restricted to the OHV area and Dumont Road.

5) Wildlife

The implementation of the management plan would have no or slightly positive impacts on the fish of the upper Amargosa River by closing the area to camping and educating the visitors (C:1, 2, 3, 4, 5).

A. R. Hardy and F. G. Andrews (1976) documented beetles on Dumont Dunes. Two species were new and to date are still unclassified. While Trigonoscuta n. sp. is thought to be endemic to Dumont Dunes, Eucilinus n. sp. is also found at Big Dune in Nevada. The CDCA Plan EIS assessed impacts in the OHV area and the expansion of the OHV area impacts has been assessed in the EA for the 1988 CDCA Plan amendments. It is noted here, however, that the researcher E. L. Sleeper of California State University - Long Beach who supplied the information for the Hardy & Andrews paper, found no beetles in the Little Dumont Dunes and speculates that the young age of these dunes has been insufficient for establishment of the beetles. If either or both of these beetles are listed as endangered or threatened in the future, BLM would enter formal consultation with the U. S. Fish and Wildlife Service to determine necessary actions for their protection.

Impacts due to access improvements (Actions D:1, 2, 3) and sign placement (Actions B:2, 8, 9, 10, 11; C:2, 3, 4, 5; D7) would reduce wildlife habitat by less than 4 acres. Impacts of permitted filming, vending and competitive events within the OHV area are similar to those impacts associated with normal OHV recreational activities. The completion of the route designation process and implementation of the management actions (B:1,2,3,5,6,7; C:1, 3, 4, 5, 6) would significantly reduce route proliferation, thus reducing impacts on wildlife habitat. Overall negative impacts on wildlife habitat by the proposed action would be slight and restricted to the OHV area and Dumont Road. Direct loss of wildlife is not expected to occur.

6) Lands

The proposed action includes a CDCA Plan amendment (A1) that could have negative affects upon ACECs, WSAs and various environmental factors, but these are mitigated by other actions of the management plan as discussed in further detail under the appropriate sections. The proposed action includes land acquisition (A2) that would have positive impacts on the environmental concerns as discussed in detail in the appropriate sections. The proposed action concerning the Tonopah and Tidewater Railroad grade (A3) would have no impacts, as it is simply an administrative action. Impacts of permitted filming, vending and competitive events (A:4, 5,

6) within the OHV area are similar to those impacts associated with normal OHV recreational activities. Since the proposed action modifies the commercial filming permit area and provides permit stipulations in Appendix D, the impacts of these permitted activities are being assessed in all of the environmental consequences of the proposed action of this document. The larger area for filming would have a positive effect on commercial filming.

7) Areas of Critical Environmental Concern

The actions of the management plan would result in positive impacts in Salt Creek Hills ACEC and Amargosa Canyon Natural Area ACEC through visitor education regarding use outside of the OHV area (B:1, 2, 3, 5, 6, 7; C:1, 3, 4, 6). Both areas are closed to vehicle use to protect their special natural and cultural values. The impacts of commercial filming on the Salt Creek Hills ACEC are controlled by the permit stipulations that clearly state the area is closed to filming activities (see Appendix D -- Permit Stipulations in the management plan). The ACEC management plans for these areas include signing and fencing to control vehicle use.

8) Wilderness

Wilderness Study Areas and Death Valley National Monument would receive a reduced amount of inadvertent OHV use by visitors outside the OHV area. Implementation of the management plan includes many actions (B:1, 2, 3, 5, 6, 7; C:1, 3, 4, 6) designed to educate the visitors concerning the proper use of the area surrounding the OHV area and, therefore, should have a positive affect. The negative impacts would be negligible. The impacts of commercial filming on the surrounding WSAs are controlled by the permit stipulations that clearly indicate on the map the area that is available to filming activities and the WSAs are outside of this permitted area (see Appendix D -- Permit Stipulations in the management plan). Signing of designated routes (Action C4) and marking hazards on the Tonopah and Tidewater Railroad Grade (Action B9) would have a minimal affect on wilderness values, because of the style (simple flexible fiberglass posts) and careful placement of the signs. If any of the WSAs surrounding the OHV area are designated as Wilderness Areas by Congress, they would then be subject to wilderness management policies, including closure of all vehicle access and removal of all route hazard and designation signs within the areas.

9) Visual Resources

Placement of signs, kiosks and access improvements (Actions B:2, 8, 9, 10, 11, 12; C:2, 3, 4, 5; D:1, 2, 3, 7) would not impair the Class II visual resources present. The impacts of commercial filming on the visual resources are controlled by the permit stipulations which assure that any impairment would be short term and the area would be restored to its original condition (see Appendix D -- Permit Stipulations in the management plan).

10) Cultural Resources

The OHV area is mostly devoid of cultural sites. A small area of high probability for containing cultural resources does exist in the adjusted OHV area. The implementation of the management plan includes action C7, a Class III (100 percent) cultural survey of the previously unsurveyed areas of cultural resources within the OHV area and known historic sites within the planning area. Any resources found within the OHV area would be evaluated for potential eligibility for inclusion on the National Register of Historic Places. No impact to any site will be authorized through OHV activity until Section 106 consultation is concluded. Eligible sites will be either preserved in place through closure and/or fencing or subject to mitigation data recovery. This may include collection and/or excavation. Impacts to cultural resources would be reduced through the actions to educate the visitors for proper use outside the OHV area, completion of the route designation process, route and boundary signing, and route rehabilitation (B:1, 2, 3, 5, 6, 7; C:1, 3, 4, 6). The actions of the plan involving ground disturbance, such as the construction of the parking area near Highway 127 (D1), would be cleared by the Resource Area Archaeologist after field checking the sites to prevent impacts to cultural sites. The impacts of commercial filming on cultural resources would not be increased by the proposed action since the area of expansion is an area of low probability of having any cultural resources.

11) Native American Concern

There are no known impacts on Native American concerns.

12) Minerals

Potential mineral extraction within the planning area may be affected positively by the adjustment of the Multiple-use Class I boundary by providing more area for intensive use. Mining and OHV recreation are compatible with proper controls. Mining operations are managed under mining regulations that include adequate environmental analysis and mitigation on a case by case basis. There would be no impacts on minerals from commercial filming activities.

13) Recreation

The implementation of the management plan would have an overall positive affect on recreation within the OHV area. Competitive events, both large permitted and small club (no permit required) events would receive increased monitoring through the proposed action. This monitoring may result in an increased number of the small events being required to obtain a permit. Outside the OHV area, illegal recreational activities would decrease in response to actions to educate visitors on the proper use of the surrounding area and completion of the route designation process and subsequent signing of these routes. The impacts of commercial filming on recreation are controlled by the permit stipulations to prevent conflicts (see Appendix D -- Permit Stipulations in the management plan).

B. No Action Alternative

1) Soils

Activities affecting soils include OHV use outside of the OHV area resulting in route proliferation. The 1988 CDCA Plan amendment will provide manageable boundaries that will reduce these activities. The route designation process is also being employed to reduce these activities. The BLM Rangers will continue efforts to enforce regulations to reduce impact to soils. Considering the above mitigating actions, this alternative would have no negative impacts on soils.

2) Air Quality

Dust generated by heavy use of Dumont Road causes visibility hazards at the beginning and end of weekends. This is a localized and short term impairment of the air quality. OHV use in and around the OHV area does not reduce the overall air quality of the desert.

3) Water Resources

OHV and Camping activity within the OHV area would not affect the water infiltration rate into the soil, surface run-off characteristics, or amount of ground water recharge. However riding OHVs and camping in the Amargosa River wash do pose a high risk of contaminating the water with sewage from holding tanks or fuel from vehicles. Dumping of holding tanks in the OHV area is not likely to affect water quality, but these materials would be exposed by the wind and become a health hazard to visitors. Dumping of sewage and fuels is illegal and the regulations are enforced by BLM Rangers. However, the potential for an inadvertent spill occurring exists while activity along the Amargosa River continues.

4) Vegetation

Vegetation adjacent to the dunes within the OHV area would receive negative impacts from OHV activity. Route proliferation outside the OHV area would have negative impacts on vegetation. Completion of the route designation process and signing the OHV area boundary and routes would reduce route proliferation, thus reducing impacts on vegetation. The BLM Rangers would continue to enforce the regulations concerning OHV use. Overall impacts on vegetation would be negligible.

5) Wildlife

Wildlife adjacent to the dunes within the OHV area would receive negative impacts from OHV activity. Route proliferation outside the OHV area would have negative impacts on wildlife. Completion of the route designation process and signing the OHV area boundary and routes would reduce route proliferation, thus reducing impacts on wildlife. The BLM Rangers would continue to enforce the regulations concerning OHV use. Overall impacts on wildlife would be negligible.

6) Lands

This alternative would have similar impacts as in the proposed action, however, the non-public lands on the boundary and Dumont Road would be a potential problem. The private land on the Tonopah and Tidewater Railroad boundary would not be signed as the rest of the boundary, thus causing confusion and trespass. The private land on Dumont Road, if not purchased by the BLM, may be sold and developed as a store. This would increase OHV traffic on Dumont Road and OHV use into the WSAs surrounding area. The current visitors would be displaced by a different kind of OHV group. Many other environmental impacts, including increased litter, sewage dumping,

vandalism, and accidents. An increased BLM Ranger force would be necessary to control the recreation.

7) Areas of Critical Environmental Concern

This alternative would not result in impacts in Salt Creek Hills ACEC and Amargosa Canyon Natural Area ACEC. Both areas are closed to vehicle use to protect their special natural and cultural values. The ACEC management plans for these areas include signing and fencing to control vehicle use.

8) Wilderness

Wilderness Study Areas and Death Valley National Monument would continue to receive inadvertent impacts by visitors outside the OHV area. The completion of the route designation process, signing of routes and the OHV boundary would help to reduce these impacts. BLM Rangers would continue to enforce OHV regulations to assure the non-impairment of the wilderness values. If any of the WSAs surrounding the OHV area are designated as Wilderness Areas by Congress, they would then be subject to wilderness management policies, including closure of all vehicle access and removal of all route designation signs within the areas.

9) Visual Resources

The alternative would not impair the Class II visual resources.

10) Cultural Resources

Impacts to cultural resources outside of the OHV area would be reduced through the completion of the route designation process and route and boundary signing. BLM Rangers would continue to enforce OHV and Archaeological Resources Protection Act of 1979 regulations to assure that cultural resources are not impacted.

11) Native American Concern

There are no known impacts on Native American concerns.

12) Minerals

Mining operations are managed under mining regulations that include adequate environmental analysis and mitigation on a case-by-case basis.

13) Recreation

The access to the OHV area is currently maintained, but this is often insufficient. Poor access damages visitor equipment and would force visitors to seek alternate areas to ride. Recreational activities would slightly decrease in response to completion of the route designation process and subsequent signing of these routes and the boundary of the OHV area. The overall effect on recreation by the No Action Alternative would be negligible.

VII. Cumulative Impacts

The Proposed Action primarily affects the planning area of the management plan, however, Las Vegas, Nevada; Death Valley National Monument; Baker, Tecopa, Tecopa Hot Springs, Shoshone, and Barstow, California, are also affected by Dumont Dunes OHV Area. Implementation of the management plan would improve access to the OHV area, increase information and interpretation about the OHV area and the lands surrounding it, and increase visitor assistance in the OHV area.

A. Historical Impacts

In the past, Dumont Dunes OHV Area has received only a minimum of management. This has resulted in cross-country riding in four WSAs, Death Valley National Monument, and two ACECs. Route proliferation is particularly evident south of Dumont Dunes to Valjean Dunes and Hills, as well as to the northeast of Dumont Dunes toward Dumont Hills. This route proliferation has degraded the wilderness value and habitat of WSA 222, Kingston Range. Cultural resources (a rock building) have been destroyed within Salt Creek Hills ACEC during the past 20 years. OHV use in Amargosa Canyon Natural Area ACEC has been reduced by fencing the southern end of the closed area several years ago. A private homestead located on Dumont Road has been almost completely removed by vandals during the past 3 years since its owner moved away. OHV activity at Dumont Dunes usually produces 2-4 deaths and 50-100 serious injuries each year. These accident victims are treated by ambulance services in Baker and Tecopa, California, with the more serious cases being transported by private vehicle, ambulance and helicopter to Las Vegas, Nevada, and Barstow, California. The towns of Tecopa, Shoshone, and Baker, California, provide much of the services such as gas and food for visitors to Dumont Dunes.

B. Proposed Action

The implementation of the management plan and completion of the route designation would reduce the inadvertent impacts to wildlife, vegetation, cultural resources, and wilderness values in the WSAs surrounding the OHV area. The educational actions of the management plan would also reduce OHV management problems in Death Valley National Monument and the two ACECs. The increased presence of BLM and volunteer personnel would show an increase in known accidents and ambulance and helicopter transports for victims. The educational activities of the added personnel would reduce accidents and the seriousness of injuries. Increased speed of emergency medical assistance arriving at accidents would tend to reduce fatalities. Improvements to the access roads would reduce damage to visitors' equipment, road maintenance costs and improve safety. The proposed action would, therefore, result in an overall positive impact on the OHV area and the surrounding lands.

C. No Action Alternative

If the management plan is not implemented, the 1988 CDCA Plan amendment for Dumont Dunes and the route designation process would still continue as independent processes. The signing of the new boundary and designated routes would help to reduce impacts to wildlife, vegetation, cultural resources, and wilderness values in the WSAs surrounding the OHV area. A volunteer organization is being formed and the visitor services ranger has been hired, so visitor assistance would increase at Dumont Dunes. The primary result of this alternative would not be in terms of positive or negative impacts, rather management would continue to evolve to handle impacts and environmental documentation and review would be fragmented and uncoordinated.

D. Future Impacts

Other activities that could be reasonably expected to impact this area would be centered around mining activities. The area has known potentials for gold, talc, and nitrates. All of these activities would involve BLM for at least access right-of-ways and/or plans of operations. Negative impacts could result from any of these potential activities. Mitigation would be determined by the environmental documentation. Recreation is expected to grow slowly in the OHV area and after five years, the effectiveness of this management plan would require evaluation. Any new issues would be resolved by amending or replacing this plan, and new environmental documentation would be included.

E. Summary

The result of the Historical Impacts, the Proposed Action, and the Future Impacts would be an organized, pro-active approach to the management of the OHV area and the surrounding lands with a net positive impact. On the other hand, the result of the Historical Impacts, the No Action Alternative, and the Future Impacts would be the crisis management approach of reacting to problems as they appear. The net impact would still be positive, but there would be some negative impacts that would result from the No Action Alternative.

VIII. Mitigation and Residual Impacts of the Proposed Action

The Proposed Action provides development and land management that recognizes the sensitivity of the other desert resources present. Many management actions were included to reduce impacts on these other resources, therefore, no other mitigating measures are needed. Some individual plants and animals would be lost. However, overall losses would not adversely affect any plant or animal populations. The monitoring actions (E:1, 2) would assist in making any necessary adjustment to the plan to further reduce impacts.

IX. Consultation and Coordination

During the planning process, two series of public meetings were held at Las Vegas, Nevada, Baker, California, and Riverside, California. The preplan analysis was sent to about 40 agencies and individuals, with a request for input of issues that needed to be considered in the management plan. The other agencies included U.S. Fish & Wildlife Service, California Department of Fish & Game, San Bernardino County Planning Department, and Death Valley National Monument. The input came in the form of letters from the agencies and the public attending the public scoping meetings. The author of the management plan met with three representatives of the California Department of Fish & Game at Dumont Dunes to discuss their concerns. The draft management plan was published and mailed out to the same list of people who received the preplan analysis, plus another 140 people. During the 52-day review period, the second series of public meetings was held. Review comments came in writing and public attendance at the meetings. The following table shows the distribution of the draft plan and how the comments were received.

Publics Involved	Distribution of Draft Plan		Comments Meetings		Letters	
Other Agencies	9	5.0%	0	0.0%	1	9%
Advisory Council	15	8.3%	0	0.0%	0	0%
Native American Groups	3	1.7%	0	0.0%	0	0%
Land Owners	8	4.4%	0	0.0%	0	0%
Business	7	3.9%	1	2.5%	0	0%
Environmental Groups	12	6.7%	0	0.0%	6	55%
OHV Groups	40	22.2%	17	41.2%	4	36%
OHV Individuals	82	45.6%	20	48.9%	0	0%
Mining Groups	4	2.2%	3	7.4%	0	0%

X. List of Preparers

Barstow Resource Area
- Tim Read, Chief, Recreation and Wilderness Branch
- Leslie D. Allert, Outdoor Recreation Planner
- Paul McClain, Wildlife Biologist
- Sharon Paris, Natural Resource Specialist

California Desert District
- Wes Chambers, Assistant District Manager
- David B. Mensing, Supervisory Outdoor Recreation Planner
- Constance Rutherford, Botanist
- Garth J. Portillo, Archaeologist
- Theodore A. Rado, Wildlife Biologist
- Douglas A. Romoli, Planning and Environmental Specialist

8340.D4
(CA-068.46)
CA-068-8-63

DECISION RECORD/FONSI

DECISION: It is my decision to approve the proposed action of implementation of the Management Plan for the Dumont Dunes OHV Area as recommended in the attached environmental assessment. No mitigation measures were identified for the proposed action since the management plan included the necessary actions to reduce the negative impacts to the area.

FINDING OF NO SIGNIFICANT IMPACT: Environmental impacts associated with the proposed action have been assessed. I conclude that the proposed action will have no significant impact on the environment and is not a major federal action. Preparation of an Environmental Impact Statement pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969 is not required.

RATIONAL FOR DECISION: The decision to allow the proposed action does not result in any undue or unnecessary environmental degradation and is in conformance with the California Desert Conservation Area Plan (1980), as amended.

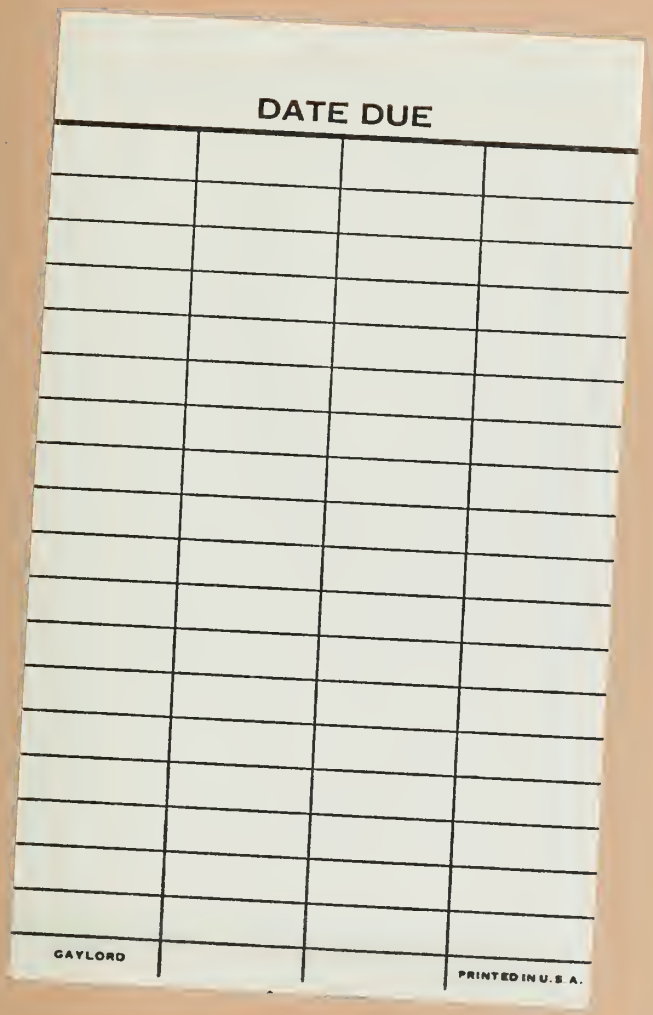
COMPLIANCE AND MONITORING: The management plan includes the compliance and monitoring actions for the management of the Dumont Dunes OHV Area.

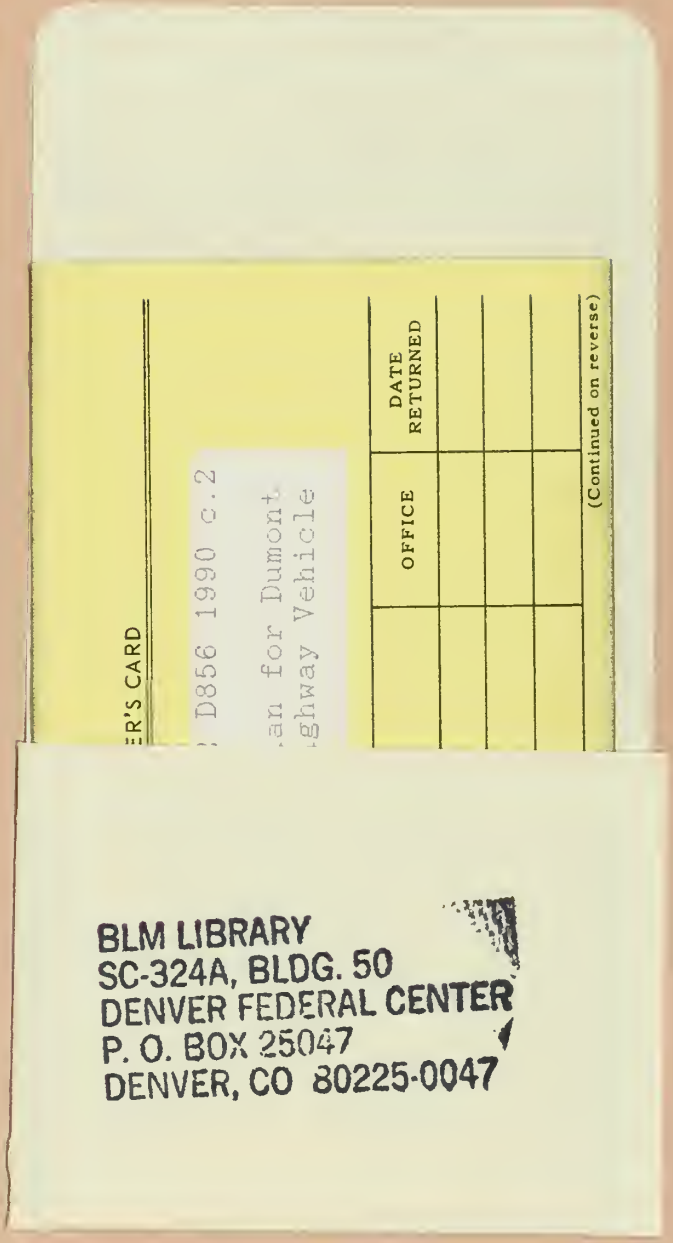
Reviewed by: Sharon Paris — 6-4-90
Environmental Coordinator, Barstow Resource Area — Date

Recommended by: [signature] — 6-4-90
Chief, Resources Branch, Barstow Resource Area — Date

[signature] — 5-31-90
Chief, Recreation Branch, Barstow Resource Area — Date

Approved by: [signature] — 6/4/90
Area Manager, Barstow Resource Area — Date


DATE DUE
GAYLORD
PRINTED IN U.S.A.


ER'S CARD
D856 1990 c.2
an for Dumont
ghway Vehicle
OFFICE
DATE RETURNED
(Continued on reverse)
BLM LIBRARY
SC-324A, BLDG. 50
DENVER FEDERAL CENTER
P. O. BOX 25047
DENVER, CO 80225-0047